

THE Hongkong Weekly Press

AND China Overland Trade Report.

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EPITOME OF THE WEEK

Lisbon has declared both Hongkong and Canton infected with cholera.

Lord Cranborne is informed that the report that the French flag has been hoisted at Yehti, near Macao, has no foundation.

The *Gazette* announces that Cavaliere Z. Volpicelli has been provisionally recognised as Consul-General for Italy at Hongkong.

The Brussels correspondent of the *Express* learns that a Belgian syndicate has acquired the Hankow-Canton railway concession.

The cholera epidemic in the Philippines showed no signs of abatement during the past week. On the 9th inst. there were 44 new cases and 35 deaths in Manila alone.

The local government has received telegraphic information from H.M.'s Consul at Bangkok that vessels from Hongkong or China ports must call at Kohphai for pratique.

Apropos of the Philippines negotiations, the trouble between the United States and the Vatican relates to clause IX of the Treaty with Spain, which prevents the ousting of the Spanish Friars.

We understand that a new company is in course of formation, the principals of which are Sir Paul Chater, Messrs. Mody and Ho Tung, and the representative of Messrs. Jardine, Matheson & Co., to deal with the New Praya reclamation.

The auction of the lease of the Macao opium farm was held on Wednesday, when it was purchased by the present holder, Kung Chan Yan Wo, for \$30,000, an increase of nearly \$10,000 over the price paid for the old lease. This represents an appreciable addition to the revenue of the Portuguese colony.

A committee of leading property-owners has been convened, of which Mr. Shelton Hooper was appointed chairman, to consider the proposed Public Health and Buildings Bill clause by clause and draft a statement on it, to be sent in to the Government. The question of compensation will be the point chiefly to be considered.

The representative of the Hongkong and Shanghai Banking Corporation informs us that, subject to audit, the Directors of the Bank will recommend at the forthcoming meeting a dividend of £1 10s. per share; add to the Reserve Fund, \$500,000; write off from property account \$200,000; and carry forward about \$1,425,000.

The appearance presented by the big landslide at the Kowloon Docks is such that one cannot but wonder that no loss of life occurred. Fortunately the face of the cutting in the hill-side gave indications of the coming disaster, thus enabling the workmen to make good their escape. The precipitous bank of earth and rocks had apparently been loosened by the recent heavy rains, and that part which gave way was behind the new workshop which is being completed and in which stands the immense steam-hammer which was erected not long ago at great cost and with much labour. In its fall, the debris crashed through the end of the new building and overturned the hammer. The damage done is considerable.

A *Government Gazette Extraordinary* issued on the 15th inst. notified that vessels arriving at Foochow from Hongkong will be inspected by the Health Officer at that port before pratique is granted. The same regulation applies also to steamers arriving from Canton, Formosa, Swatow, Amoy, or Hinghua, and to junks from Hinghua, Amoy, or Formosa.

Major C. G. Pritchard, Commandant of the Hongkong Volunteer Corps, courteously informed us on the afternoon of the 17th inst. that the following telegram had been received from the Secretary of State for the Colonies:—"Coronation Contingent. Volunteers' departure postponed until further orders. Invite employers to extend leave granted to members of Contingent. Telegraph names of any who must return at date originally arranged."

A New York despatch says that the United States Government granted the title to Marcus Island to Captain Rosehill, who organised an expedition to take possession of the island. The arrival of the *Sheridan* at San Francisco stopped the expedition, as the captain of the transport reported that he touched at Marcus Island, when some Japanese soldiers ordered him off. The officer in command of the latter also showed orders from the Japanese Government to take possession of the island. Mr. Hay has cabled to the U.S. Minister at Tokyo to report on the matter. Marcus Island, though not marked on the maps or to be found in available *Gazetteers*, is an island lying between Formosa and the Northernmost of the Philippines group.

Following the hoisting successively of the red and black cones, the black ball was run up on the 13th inst. on the *Tamar*, on the flagstaff of the Godown Company at Kowloon, and on that at Tsimshatsui Police Station. Earlier in the day a rising glass gave promise of favourable weather, but later on it fell again, and soon afterwards the proximity of the typhoon was more definitely marked than hitherto by the running up of the black drum on the three points already mentioned. In the early part of the night heavy downpours of rain, accompanied by a squally wind, were frequent, whilst the clouds scudding across the face of the moon gave indications of rough weather. Happily all these signs were belied, the wind dropping away perceptibly during the night and on the 13th inst. blowing with only ordinary force. The disappearance of the black ball signalled the passing of the typhoon, the effect of which, was but slightly felt in the Colony. In the harbour on the 7th scarcely a sampan or junk was to be seen, most of them having run for the shelter of the breakwater at Causeway Bay. The water was lumpy and the wind strong, but those crossing in the ferry launches felt no inconvenience, the vessels having been stripped of their awnings and running with great steadiness. On the 17th inst. the black cone was again hoisted, and on the following morning the typhoon gun was fired.—Captain Charbonnel of the *Messageries Maritimes* s.s. *Yarra*, which arrived overdue on the 14th inst. with the French mail on board, reported having run through the typhoon during the 11th, 12th and 13th. To avoid the centre of the typhoon, the vessel's course had to be altered, and owing to the heavy rains, the engines were put slow from the morning of the 12th till next morning.

MARRIAGES.

On the 9th June, at Jerusalem, Palestine, RACHEL, elder daughter of the late B. D. BENJAMIN of Shanghai, China, to Dr. ALBERT ABOUCHEDID.

On the 10th June, at Frimley, Surrey, Capt. R. McDONALL, D.S.O., son of late J. McDONALL, of Hongkong, to MABEL CONSTANCE PENNINGTON.

DEATHS.

On the 10th June, at "Oakhurst," Netley Abbey, Hants, MARIE LOUISE, the dearly loved wife of NATHANIEL J. EDE, late of Hongkong.

On the 7th July, at Chefoo, NORMAN, only son of WILLIAM and JEANIE WHITFIELD, aged ten years.

On the 7th July, at Foochow, of enteritis, COLIN BUCHANAN, late Marine Superintendent of the Indo-China S. N. Co., Ltd., aged 57 years.

On the 8th July, at Chefoo, FRED. W. H. MOMSEN, aged 12 years and four months.

At "Auchenroch," near Brechin, Forfarshire, THOMAS SCOTT, Senior Partner of the firms Guthrie & Co., of Singapore and Fremantle, W. A., and Scott & Co., of 5, Whittington Avenue, London, aged 70 years.

Hongkong Weekly Press

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ARRIVALS OF MAILS.

The English mail of the 20th June arrived, per P. & O. steamer *Ballaarat*, on the 17th July (27 days); and the American mail of the 21st June arrived, per P. & O. steamer *Bengal* (ex P. M. steamer *City of Peking*), on the 18th July (27 days).

CONCESSIONS IN CHINA.

(Daily Press, 14th July.)

Lord CRANBORNE recently, on the same day in which he made so foolish a remark about the formation of the Anglo-Japanese Agreement, commented strongly on the indolence shown by British subjects who have obtained concessions in China. It is plain from the brief telegram which reported to us this portion of Lord CRANBORNE's speech that he was defending the British Government from the charge of neglecting to look after its nationals' interests, a charge which the British Government has frequently had brought against it in the past, and particularly in connection with China. Lord CRANBORNE's retort is of course the most obvious one to be made and at the same time, if true, the most effective. The *concessionaires* complain, saying: "We have got these concessions from China but owing to opposition our claims are unworkable. Subjects of other governments in similar circumstances can obtain the help of their consuls and home authorities. You, on the other hand, content yourselves with talking about the Open Door, which is, as far as we are concerned, a mere phrase." The Government replies: "No, you have obtained your concessions, but you make no attempt to work them, and it is therefore to your own indolence and not to our neglect that the want of progress is due." It is difficult for a neutral party to decide with exact justice between the two statements of the case, but it seems that one is justified in dividing up the blame between the *concessionaires* and the home Government, rather than laying it all on one set of shoulders. It is not necessary to dwell, in a community so used to the experience as the British residents in China, upon the lack of sympathy nearly invariably manifested by British consular officials towards the schemes of their commercial fellow citizens. The South of China has not exhibited the least striking examples of this, within recent memory. While we have seen other foreign consuls strenuously backing up the causes of their national, we have seen Great Britain's representatives only too often discouraging as far as possible the Britons who appealed to them, or even flatly refusing to concern themselves at all. British consuls who have done otherwise have frequently, as their reward, been relegated to the class of "disappointed men," snubbed by their Government and certain to get no high promotion. However, while the generally unfriendly and unfair attitude of the British Government in the past towards the enterprises of its own nationals cannot be denied, it will not do to attribute to this alone the lying idle of various British concessions in China. We are told now, and we trust sincerely, that it is the case that our Government adequately realises the serious political side of the question at issue. Some four years ago the British Foreign Office seemed content in the view that, though the construction of railways in China by foreign Powers might cost the British traders loss of orders, it meant little or nothing to Great Britain. But since then Manchuria and Shantung have opened the eyes of those at home, we are assured, and the urgency of the question is fully recognised. In this case, of course, it will not do for the British Government to take up a position and say to the *concessionaires*: "You are idle. We cannot help you." It is quite true that a want of energy has been shown by those who have obtained very extensive claims from China. A short

time ago the Shanghai correspondent of the *Times* sent to that journal an extremely instructive letter, in which he dealt with this very charge of indolence and examined the conduct in particular of the Peking Syndicate's Shansi and North Honan concessions. He then alluded to a previous letter, written by him in 1898, in which he had said: "There exists a widely-spread impression that the present enterprise is connected rather with the field of finance at home than with that of genuine enterprise in China, and it is generally felt that the promoters of the Peking Syndicate (Limited) are more concerned with the successful floating of the company in London than with the future development of the resources of Shansi." The *Times* correspondent adds in his later letter:—"These views have been largely confirmed during the past four years, though it is only fair to state that under its present organisation and control the Peking Syndicate's operations have been entirely removed from the sphere of speculative finance to that of a bona-fide commercial and industrial undertaking, and that for some time past everything possible has been done by the directors and their able representative in China (Mr. GEORGE JAMIESON, C.M.G.) to remove the disabilities which have hitherto blocked all progress." However, he goes on, after reviewing the facts of the case, to say:—"That our Foreign Office failed to insist on the fulfilment of the syndicate's contract by China is matter for regret, and proves that the importance of the concession, in its relation to British interests in Central China, has not been realised. . . . It is imperative, unless this valuable concession is to pass out of British control, that our Government should insist on the contract being made effective without further delay." The correspondent thus does not hold the Peking Syndicate so responsible for delays as a Government apologist might like to make out. In the case of the British and Chinese Corporation, on the other hand, pointing out that nothing had been done with regard to the purely British concessions of this Corporation since 1898, the same correspondent says that it has "adopted a policy of masterly inactivity, Chinese in procrastination, but British in tenacity."

In conclusion we may quote the *Times* correspondent's idea of the way out of the difficulty, with which he closes his letter to the *Times*. The view is one that recommends itself for commonsense, though it is not palatable to the Government. He writes:—"The question is one for the British Government to decide. If it is beyond the power of that Government to guarantee foreign loans, there are precedents which appear to afford an adequate solution of the difficulty. If British syndicates are really unable, in open competition, to finance railways in China under existing conditions, the fact must be accepted; and once established, after proper investigation made, would furnish conclusive proof that the railway undertakings of other Powers are not bona-fide commercial enterprises. But the Government which took official cognisance of the Peking railway loan of 1899, which was ready to guarantee Japan's military expenses in 1900, and actually advanced funds to the Wuchang Viceroy in the same year for his provincial exchequer, should be able to devise means for lending a measure of effective support to those important concessions which, by its own action, have been proclaimed to the world as exclusively British."

HIS MAJESTY'S OPPOSITION.

(Daily Press, 15th July.)

It is not for a colonial paper to meddle in politics, Whig or Tory, Conservative or Radical. However much they may affect the home reader, there is for us no part to play, nor have we any right to meddle in their mysteries. There is, however, one point in the eternal strife of party, the sempiternal struggle of the ins and outs, to which it is not un instructive at the moment to turn our eyes. As long as government by party is accepted as the ruling agent in our complicated system of rule, so long is it essential to the well-being of the body politic that both should be real and active. Much as the idealist may deplore the everlasting contest of faction within our midst, the strife is but the result, not the cause, and the circulation of ideas from which it springs is but the indication that the fires below are in full working order. Times from which the strife of party have been absent have been marked by blanks in the growth of the nation, or have been followed by dead calms, during which the nation has yielded itself to the influence of the moment and has permitted itself to drift helplessly before the currents of blind destiny. Into such a calm drifted the ship of state when, the Napoleonic wars being over, the fires of party died down almost to extinction, and the good ship lay helplessly drifting on to the rocks of disruption. The danger called forth the men, and in the leaders of the great party which came to call itself by the attractive name of the Liberal Party, came a revival; and the nation, instinct with life, burst out and found for itself fresh realms to conquer. Then came the era of Free Trade, when Sir ROBERT PEEL, turning his back on party, changed the whole financial system of his country, and gave a spur to commerce which in a comparatively short period landed England in the forefront of the commercial nations of the world. Early in the last century there came into notice a young man who, for good or evil, had much to say to the subsequent divisions of party. BENJAMIN DISRAELI had generous instincts, and saw not only the disabilities under which his country was labouring in the state of vassalage in which the upper classes were seeking to keep their less fortunate neighbours, but the dangers threatening the nation from the war of classes. Beyond all these he saw in a manner more distinct than any of his contemporaries the vast possibilities for empire even then looming on the horizon. The first of these feelings made him inclined on his entrance into public life to join the rising Liberal Party, but a consideration of the comparative littleness of mind which actuated the leaders, and their narrow views of empire, led him eventually to determine on adhesion to the remains of the old Tory Party, which now denominated itself Conservative.

Succeeding to the premiership in 1868, DISRAELI, true to his first love, proceeded, as he boastfully termed it, to "educate" his party. The relations of classes had become intensely embittered, and the Liberals of the day were seeking to widen the breach; to heal the wound by enlarging the liberties of all and softening down the abuses of prerogative became the object of his policy, which was at first swallowed as a bitter pill by the new Conservative Party. The affair, it is true, had at the moment its ludicrous side, and one of the ablest caricatures of the day represented DISRAELI as the Political Façon teaching his followers to pick the pockets of the Liberal Party of the principles of political

freedom, which up to this the Party had considered its own peculiar property. Those principles had, however, as we have seen, been the guiding spirit of DISRAELI'S earliest aspirations. Suffice it to say that under his guidance it fell to the lot of the Conservative Party to put into concrete form those great principles of political and religious liberty which their leader saw were the necessary concomitants of imperial greatness.

The Liberal Party fell, however, on evil times; long and severe was the contest between the opposing forces, centrifugal and centripetal, until in 1886 victory declared for the latter, and the planet under its influence took up its new orbit. But there is danger in the completeness of the victory. Failing to realise that the unity of the empire was the one point on which all parties were agreed, the superannuated leaders of the old Liberals hung on to the old fetish of disruption, and drove the country into the hands of the Conservative Party headed by Lord SALISBURY. To a nation accustomed to thresh out its measures under the spur of party conflict with its checks and safeguards, the absence of the balance wheel of a capable opposition may lead to public disaster; certainly it is bound to conduce to public inefficiency. This is the condition of affairs at present. We do not affirm that any of the measures urged by Lord SALISBURY'S Government are of themselves bad or the reverse. That is not the object of our thesis; the present state of the Opposition does not, however, hold out any assurance that the great measures now before Parliament will be adequately discussed on their merits. Such a position is, in effect, an invitation to laziness and inefficiency; and in the airy manner in which matters of first-class importance to the Empire at large, such as the proposed reform of the army system, have been shouldered out of the Parliament, there really seems reason to apprehend such a result. It is not, of course, that there is no Liberal Party in the country, but that its antiquated leaders in Parliament are unable to feel its pulse, and wrongly diagnose its tendencies. The Party is, in fact, in a similar position to that in which DISRAELI found the Conservative party in the early seventies. One by one the old landmarks have been altered or removed, and the Party is drifting helplessly waiting for a pilot who can understand the new beacons.

This is the position in which Lord ROSEBERRY has come forward, and, like his predecessor Lord BEACONSFIELD, he feels the necessity laid on him of "educating" his party. Measures and surroundings change even more than men. The Conservative of to-day is not the Conservative of Sir ROBERT PEEL'S time, and the Liberal of to-day is not the Liberal who followed GLADSTONE. It is to Lord ROSEBERRY'S credit that he has recognised these facts, and it is still more to his credit that he has had the courage to act on his convictions. Whether we look on the matter from a "Conservative" or from a "Liberal" standpoint, it would be a source of self-congratulation to see His Majesty's Opposition once more restored to health and reason.

The *Kobe Chronicle* understands that the Japanese Government has decided that the cruisers *Asama* and *Takasago* shall remain at Sheerness until the date of the Coronation ceremony has been fixed. When this is done the cruisers will take a trip along the Continental coasts, returning to Sheerness again in time to take part in the celebrations. Orders to this effect have been telegraphed to Admiral Ijuin, in command of the fleet at Sheerness.

RUSSIAN AIMS IN COREA.

(Daily Press, 17th July.)

The game of bluff which Russia has been practising in Corea is interesting. It is a noteworthy fact that Russia has never hitherto gained anything from war, and has almost invariably had to retire when she tried its arbitrament, and understanding so much it is strange that she has so many times been permitted to revert to the old game. Russia, checked in Europe, has as a result been thrown all the more on to Asia, and here amongst the decayed Mahomedan states of Central Asia has found a congenial field for her devouring hunger. She is in that stage of semi-civilisation when the sole idea of progress present in her mind consists in overrunning her neighbour's territory, little better in fact than in the days of JINGIS KHAN, and the result to the unfortunate inhabitants who fall into her clutches but little less destructive. She has succeeded in carrying her arms from the Caspian to the Pacific Ocean, and being unable to go any further in an eastward direction is now turning south at the expense of her comparatively settled, though unready, neighbours of Corea. The unexpected *émeute* at Peking, and the premature disclosure of the plot between Count LAMSDORFF and LI HUNG-CHANG, came all too early, and took Russia herself unawares, and that amiable Power found her hand forced, and had with an undignified display of bad temper to disclose the intended plot. That wily statesman had fortunately for the world momentarily overreached himself, and placed himself in direct opposition to the rest of the European Powers. England had, equally fortunately, succeeded in gaining the confidence of the Yangtze Viceroys, and between them the secret engagements between the late LI HUNG-CHANG and the Russian Minister were refused ratification. True, Russia was practically in occupation, but the occupation to be of any effective utility was straining the financial resources of Russia to a point very nearly exceeding her limits of resistance, and Japan was quietly biding her time to take advantage of the very evident flaw. Japan, it is true, is herself somewhat embarrassed, but her means in a case of this sort, where her continued existence as a first-class Power is in question, may be considered as untouched. Under the circumstances, as in the face of Japan's command of the sea, any threat of attack from Russia would lead to contemptuous derision, Russia decided to strengthen her naval force in the Far East, so as to be able if necessary to tackle Japan on her own element. This is one explanation of Russia's intention to send out four more battleships besides additional cruisers. But is Russia, when we come to examine her ability, likely to undertake such a task? To exercise any weight in the councils of Europe, Russia is in the habit of keeping a respectable fleet in home waters; she has lately, it is true, been strengthening her navy, but even for England it would prove inconvenient to send out so large a reinforcement, and we may certainly be permitted to doubt Russia's ability, without reducing her home force to inutility, to make any such addition to her Asiatic squadron. Russia is not in any wide sense open to attack from sea. Even during the Crimean War, when England had all the will, and was complete mistress of the sea, she did not succeed in making much impression with her fleet, and Russia's defences seaward are more formidable now than they were then. Still for many

reasons Russia cannot afford, having any regard to her prestige, to withdraw her fleet altogether from Europe. Russia knows enough of England to understand the position. England, however complaisant might be her ministry for the time being, could not afford to stand by and see her neighbour in Japan at Russia's feet. A serious defeat of Japan would mean, as England well understands, far more than the mere loss of prestige in the Far East. It would, in fact, be a danger to her Empire in Canada and Australia, and any danger in so vital a spot would call forth her very last resources. There is, in fact, in this Korean affair between England and Japan a bond far stronger than that of mere sentiment; and of this Japan has a sufficient inkling to be able on her part to do a little bluffing. On the whole though Count LAMSDORFF has shown a want of temper unusual in the Russian Foreign Office, it is not likely that he will drift so far from its traditions as to venture on hostilities, where success is impossible; and we may safely assure ourselves that with all her desire to spread herself, Russia will end as she has begun, by retiring as gracefully as possible from an untenable position. It is not pleasant to have to draw back when the prize of patient preparation seems almost within her grasp, but the game of bluff is at all times a dangerous one, and most dangerous when the enemy has not only the cards, but the knowledge of the game being played.

WATER MAINS FROM KOWLOON.

(Daily Press, 18th July.)

Though little now be heard of the Harbour Master's suggestion that a bridge be thrown across the channel from Hongkong to Kowloon, there can be no doubt that it yet lingers in the minds of many who are not mere fanciful speculators. Of the many aspects of the yet necessarily nebulous scheme, none was more attractive than the hopeful relief it seemed to offer from our ever-present problem of the water supply. Mains could be laid across the viaduct and water fountains would become things of the past; the plentiful courses of the mainland would supplement the uncertain streams of Hongkong with unceasing flow. To a community then enduring all the miseries attendant upon a supply of water painfully limited, it was little wonder, indeed, that the projected scheme should present itself in a rosy hue. It was almost the first proposal put forward for providing a continuous supply of water from Kowloon, and now that this idea has taken root, however slight, it is not beyond the bounds of probability that it will in due time fructify. In the event of a bridge being built, the mains would require to be lowered to the bottom of the Harbour at the drawbridge in the centre of the structure. But the very fact that the pipes would have to be laid along the sea-bed for this short space is suggestive of the thought that what is practicable over a short distance might be equally so over the whole width of the channel: that the mains could be laid along the sea-bottom from the island to the mainland, independently of the viaduct. In this connection, it is interesting to learn that in the city of Amsterdam a scheme of this nature is already in operation. Some outskirts of the city, situated on the opposite side of the River Y, are supplied with water by means of three armoured mains, each 492 yards in length and of two inches inside diameter, laid across the river-bed. To serve the purposes of Hongkong, any such mains

would require to be nearly four times longer and, we presume, of greater capacity than those which do service in Amsterdam. These are not insurmountable obstacles, however; and if the mains can be kept clear of the anchors of the shipping, there seems to be no reason why Hongkong should not find salvation in such exceptional means, adopted to meet an exceptional case. Nothing at any rate would be lost by obtaining expert opinion on the subject. The Amsterdam subaqueous service was, it may be mentioned, carried out by Messrs. FELTEN & GUILLEAUME, of Mülheim-on-Rhine.

NEW TYPE OF CARGO-BOAT IN HONGKONG.

There is at present lying in the Harbour a type of vessel whose peculiar construction makes probable a revolution or at least a radical conversion to present-day requirements, in the cargo-carrying steamer. She is the turret ship *Poplar Branch*, owned and built by the firm of Doxford, Sunderland, whose patent she is, and who have another identically similar vessel in the *Lime Branch*. With a length of 410 feet, a beam of 60 feet, and a draught of 23ft 6in., the *Poplar Branch* whose gross registered tonnage is 5,386.55 and net registered tonnage 3,472.53, has a total available cargo space of not less than 12,931 tons—reckoned at 40 cubic feet to the ton, a measurement equal to that followed in the storage of water, and one which makes the vessel's carrying capacity, therefore, almost deadweight. It is difficult to convey in cold type the great utility of the steamer as a colossal cargo-carrier, but this is at once apparent even to the layman in a glance at her deck, which runs flush right fore and aft; and if the inspection be carried still further and a visit made to the immense "shaded" main deck, where several thousand tons of light cargo can be stored, the possibilities of the vessel in the direction indicated become even more apparent. The term "shaded" as applied to the main deck of a steamer may appear a peculiar one, but stripped of technicality it means simply that the deck, unlike those of other steamers, cargo or passenger, is not open, but built in on all sides, thus affording, as has been said, ample accommodation for the storage of such light cargo as grain, etc. Along this main deck are five hatches in which heavy material shipped as cargo is disposed, and amidships is a large water ballast tank with a capacity of 2,800 tons; this tank, when the demands of trade necessitate it, can be emptied and the place of the water taken by more cargo. Where the structural peculiarity of the *Poplar Branch* is more apparent, apart from her bulging sides near the water-line, such as those which characterise the P. & O. s.s. *Banca*, is in her flush deck, along which are ranged five pairs of derrick posts to which derricks are rigged when cargo is to be discharged. Here again another advantage is possessed by the *Poplar Branch* over other steamers—her cargo can be unshipped with the highest degree of rapidity, and its discharge is facilitated still further by the opening of the ten large ports or doors constructed five on each side of the steamer's length. These derrick-posts give the vessel an odd appearance, and in England she was jocularly dubbed "the ten-masted steamer." On this flush deck are being carried two seventy-ton lighters, one fore and the other aft, and the lifting capacity of the derricks may be judged from the fact that these lighters will be unshipped bodily. Whilst making no pretence to being a "flyer," the triple-expansion engines of the *Poplar Branch* can drive her through the water at the rate of twelve knots an hour, a speed which causes the consumption of 35 tons of Welsh coal per day. However, the saving of coal is no object of the owners, whose orders are that the vessel is to be kept steaming at the quickest rate possible however much the coal bunkers may thereby be diminished. Electrically lit throughout, and with excellent quarters for both officers and men, the *Poplar Branch* is

indeed a ship to be proud of; and when in New York harbour—she has been chartered by the way, by the American Government, and is going to Manila with stores—she quite opened the eyes of the shipping people there.

MURDER BY A FRENCHMAN AT SINGAPORE.

The *Singapore Free Press* gives the following account of a terrible affair at Tanjong Pagar on the 6th inst., the result of which has been a verdict of wilful murder against a Frenchman:—

"A shocking affair occurred at Tanjong Pagar in the early hours of yesterday morning, resulting in the death of a poor riksha coolie. About 3 a.m., the Malay constable on duty at Tanjong Pagar Police Station was horrified at the appearance of a riksha coolie running towards the station streaming with blood. When he reached the building he collapsed at the sentry's feet. Blood was pouring from a gaping wound in the unfortunate man's throat and on his back were many ugly stabs and gashes, apparently caused by some sharp cutting instrument. Before he could be questioned, however, the man had died. Thoroughly alarmed, the constable awoke Sergeant Hickey, who is in charge of Tanjong Pagar Police Station and with lanterns a party set out to probe the mystery. Nor had they far to go ere doing so. Along Keppel Road, townwards, was a thick trail of blood. Following this for about a hundred yards, a riksha was found in the road with blood spattered on the shafts in all directions and still beyond this led the gory track. For yet another two hundred yards the Police followed the wet, red line till it came to a dead halt on the little iron bridge over Keppel Road about 300 yards from the Police Station. Here, without doubt, the ghastly crime had been committed, for the roadway was like a shambles, blood lying in thick streams on the road-dust. Here the unfortunate coolie had been brutally stabbed and had, with superhuman energy, dragged his riksha 200 yards further, ere, nearly exhausted, he had let go the shafts and raced, panting, to the Police Station, where he collapsed. The searching party now returned to the Police Station and communicated with the Detective Station, with the result that Sergeants Frayne and Brace were soon on the scene of the murder. As they were proceeding along Keppel Road, when about 150 yards from the Police Station, they met a man, evidently a European, who was walking in the direction of the Station. On seeing the detectives, he quickened his steps, but they followed and came up with him. The man was stopped and searched, when his clothing was found to be saturated with blood, coat, trousers and singlet alike, and a search revealed a blood-stained razor in one of the coat pockets. He could speak no English, but was immediately arrested and taken to the Police Station, where later he was confronted with the body of the murdered coolie and denied any knowledge of the man or murder. He further said he was a French subject, and gave his name as Josef Goin. He had come here by the German mail steamer *Tanglin* and had applied at the French Consulate for a passage to France and he was to have left for Marseilles by the *Guadalquivir*. He missed that steamer, however, and since then he had been living at 56, Queen St.—a Filipino eating house. He denied all knowledge of the murder.

"Goin is a well-built man between forty and fifty years of age. He has a good appearance but looks a determined individual. When arrested he was smelling of drink and it is thought this may have something to do with the murder. A medical examination of the murdered coolie showed that his jugular vein had been cleanly severed. The inquest was held at Sepoy Lines this afternoon."

The *Straits Times* says:—"It is not ascertained who the Frenchman is, and very little seems to be known about him. It has been stated that he is an escaped convict from New Caledonia."

The inquest was held on the 8th inst. to investigate the cause of the death of the coolie. The hearing of the evidence was concluded in the afternoon, and the verdict was culpable homicide, amounting to murder against the Frenchman, Josef Goin. The only evidence as to the identity of the accused is the statement made by him, there being nothing either in

the possession of the French Consul or the authorities in Singapore to corroborate what he says. From what the accused has stated, it would appear that his name is Josef Goin, that he is a Frenchman, born in France. He states that he escaped from the French penal settlement in New Caledonia, by means of a cutter which he along with three other runaways captured in the harbour of Noumea, the capital of the settlement. Their stolen boat was wrecked near New Guinea, and they were picked up by the German mail steamer *Tanglin* which brought them to Singapore.

THE CHEFOO POISONING CATASTROPHE.

The *Shanghai Mercury* publishes the following particulars of the calamity at Chefoo:—

Chefoo, 8th July, 9.15 a.m.

Ten schoolboys belonging to the China Inland Mission School at this port have died of ptomaine poisoning. It appears that one of the courses served to the boys and teachers at the school at tiffin on Sunday was chicken-pie. There were several pies cooked and one of them was evidently bad. A number of the boys were taken ill afterwards, and it was thought that cholera had broken out in the school, but it turned out to be ptomaine poisoning, and as soon as it was found out proper remedies were applied. The names of the poor little fellows who succumbed are as follows:—

Gershom Broomhall, son of Mr. and Mrs. A. Hudson Broomhall of the China Inland Mission, home on leave.

Ellsworth R. Fitch, son of Rev. J. A. Fitch, American Presbyterian Mission, Weihai.

Nicholas Gray, the son of a Russian merchant in Japan. He has a brother at the school.

Marit Sandstedt, son of Mr. E. W. Sandstedt, captain of the C.M.S.N. Co. hulk at Hankow.

Stewart Kay, youngest son of the late Mr. and Mrs. Duncan Kay, who were massacred in Shansi during the late troubles.

Norman Gray Owen, son of Mr. and Mrs. Owen of the China Inland Mission.

Norman Whitfield, the only son of Mr. and Mrs. Whitfield, late of Messrs. Liddell Bros. The father has been home some time and the mother left for home lately.

Howard Fiske, the youngest son of Mr. C. T. Fiske of the China Inland Mission.

Claude Hartwell, son of Rev. J. B. Hartwell, D.D., American Southern Baptist Mission, Tengchowfu, near Chefoo.

Herbert Parry, son of Dr. H. Parry, China Inland Mission.

There are two other boys who are still seriously ill, viz.:—

Hugh Gray Owen and Frank Parry, brothers of the boys mentioned above.

Chefoo, 1 p.m.

Two more deaths have taken place at the school through poisoning. They are:—

F. W. H. Morsen, son of Mrs. (Capt.) Muir, stepfather at Chefoo, mother in Shanghai.

Hugh Gray Owen, son of Mr. and Mrs. Owen of the China Inland Mission.

Telegrams to the *N.C. Daily News* from Chefoo state that another victim, Cyril Molloy, aged 10, died on the 9th inst. exhibiting symptoms identical with those of other eighteen of his schoolmates who were ill, namely, ptomaine poisoning. Parry, Ewing, Squire and Devault had recovered; Newcomb was progressing favourably.

Speaking of the Pacific Mail Co.'s new steamer *Koreu*, the *Kobe Chronicle* says:—"The P. M. Company certainly needs some more expeditious steamers on the route. The mail via San Francisco, arriving in Kobe on the 8th inst., brought London dates of May 21st, and on the same day a mail via Seattle was received with dates up to the 7th ult. At present the San Francisco route is often less expeditious than that by way of Suez. On the 8th inst. the French mail and the English mail via Suez came in together, the former with dates up to the 30th May and the latter with dates up to the 6th June. Whatever else can be adduced against the P. & O., it certainly keeps up its reputation for quick delivery of mails."

LABOUR TROUBLES IN MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 8th July.

During the last week of May, Manila began to believe the rumour then circulated concerning the imminent strike of all native labourers. Nothing definite was contained in the rumour and it was more or less regarded as mere idle talk, probably circulated by some enterprising Filipino schemers. Then the rumour gradually assumed definite shape; the City Street Department was reported to be in danger of losing all its labourers, thus causing the municipal improvement work to come to a standstill; servants were to go out with the rest of the unskilled labour; and all were to stand by the standard of unionism until the mercenary white employers extended the pipe of peace and a 50 per cent. increase in all wages to the over-worked brown brothers. With the possible hardships of having to "blanco" his own shoes, wake himself up in the morning, and put himself to bed at night, staring him in the face, the average inhabitant talked about the situation so loudly and long that on 3rd June the papers chronicled the first information obtainable concerning the pending revolt of labour against tyrannical capital. McCullough & Co., one of the largest local printing houses, received a cool demand from all of its native labourers for a 50 per cent. increase in wages.

Isabelo de los Reyes, ex-editor of the Filipino organ *Justicia*, perpetrated in Madrid during the Filipino insurrection against Spanish rule in these Islands, saw an opportunity for the resuscitation of his rapidly rusting agitatorial proclivities and jumped into the breach and proudly announced himself as the engineer of the movement. A postscript to the verbal announcement was to the effect that he was also able to call out every native workman in Manila on short notice. The arguments used by Reyes and his compatriots were that increased house rent, prices of food and other minor necessities of life, etc., demanded that the Filipino receive wages more in keeping with the natives' proper station in life. Besides McCullough & Co., several firms along the water-front were affected, among whom MacCondray & Von Buskirk, stevedores, were perhaps the principal sufferers. At the most opportune moment during the operation of loading some ship on short notice, the native labourers quit and demanded 20 per cent. increase. This necessitated the paying of a large increase in the salary list and brought on a consequent decrease in the profit. The Manila Press united in the belief that the best relief for the situation was Government intervention, presumably by the importation of foreign labour. The situation was not exactly "well in hand," and had begun to look seriously alarming. The American Chamber of Commerce on this day announced that it would soon hold a meeting to deal with the subject. In an interview Isabelo was noticed to have marked symptoms of stage fright, his attitude having changed considerably, evidently brought about by the sight of the harm he had done, and he vigorously expressed a wish to arbitrate. To show that he would make a very bizarre martyr, it is only necessary to read between the lines of his following speech made at the Centro de Bellas Artes. After tendering his resignation as president of the union, he proclaimed himself in unmistakable terms as one unafraid of the somewhat disconcerting process of shuffling off the mortal coil. "I do not care if the Americans shoot me for what I have done for my dear workmen. The government is watching every movement of this union. I do not care for myself, but what I do care for is the welfare of my dear workmen." (Insert "dear workmen" *ad libitum* for fifteen minutes.) "Do not say I cannot be substituted; to say that would be an offence against our nation and myself, for it would imply that there are no other Filipinos worthy of taking my place and would not bring the union to a successful issue. We want American capital and at the same time we want our workmen paid enough to enable them to live decently. Our union comprises eight branches—a fact of which I am pardonably proud—lithographers

and bookbinders, tailors, machinists and mechanics, barbers, printers, map-makers, and architects, cigar-makers, clerks. In addition to these there is a woman's section for dressmakers and tobacco factory girls." After more unimportant discussion of future policy, etc., the meeting was closed. He stated immediately afterwards to a reporter on the spot: "I am not now the president of the union and I do not wish to have any further connection with it, except as a friendly adviser to the Filipino workmen. I would suffer as much as any one if wages are increased, being a large land-owner and employer of native labour myself." On 14th June a meeting of the American Chamber of Commerce was held. The most prominent employees of native labour addressed the meeting, the result of which was the appointment of a committee to confer on the best means to deal with the situation. On 5th June, the employees of Kerr & Co., commission merchants, and the Tabacalera Co., wholesale tobacco firm, went out on strike. This swelled the total estimated number of strikers to 3,000. The English Chamber of Commerce called a meeting for ten o'clock of this day. All the native butchers in the markets of the City also buried the hatchet with a vengeance, and struck terror to the souls of the consumer of that gentle and tender inhabitant of our best-known watering places, the cariban. All the natives who were talked to by the agitators seemed to take a childish delight in striking. It was a novelty to them, a sort of continual *fiesta*. On 7th June an informal meeting of the American, English and Spanish Chambers of Commerce was held, the result of which was a challenge direct to the union, in the shape of a resolution to the effect that resistance of the present unjust efforts for increase was the best policy, same being the result of agitators' fiery speeches. On 8th June Isabelo again showed his love for his "d.w.," etc., by presenting to the U.S. Philippine Commission a petition that the walls surrounding old Manila be demolished and houses for labourers erected on the space left vacant, together with hospitals for "has beens," reading-rooms, Y.M.C.A.'s, etc.

On 11th June the silver lining back of the black clouds began to show through. The striking employees of McCullough & Co. returned to work at the old rate. Perhaps the fear of type-setting machines might have influenced them, perhaps also their bread-consuming machines might have had some effect on the tenor of their opinions. MacCondray & von Buskirk saw old familiar faces back at the same old jobs and all the other firms were granted the privilege of placing old names on the same old pay-rolls at the same old rate. As full proof that it is a thing of the past, orators of the street corners are now coming to the front with full and detailed explanations of how it happened and why it happened. However, this is a significant sign of the times. The Filipino has found that he can cause a large amount of trouble in the business world, and although he has failed this time, the experience was not unpleasant, and he may wish to try it again. The next time he will have a better organisation and no doubt put up a better resistance. In Manila the supply of labourers, skilled and ordinary, is never equal to the demand, and positions cannot be filled as they may be in cities having a Chinese population to draw upon. With wages at the present high rate, a week's work will produce enough to support a family for a month provided the family lives beyond the crowded districts, in the outlying barrios where food is the only considerable item of expense. Again the Filipino is inordinately fond of clubs and unions and he will pay a few cents subscription, sign a list, wear a badge, smoke cigarettes, and live the life of an ideal law-abiding striker until an empty stomach drives him to work, and this is an unusual condition in a country where nature provides so bountifully.

THE CIGAR TRADE.

Another correspondent writes:—The Manila cigar trade is at present brought to a complete standstill in view of the general strike of the cigar-makers ordered by their Labour Union. It seems that the operatives demand nearly fifty per cent. increase in the wages, which the factories are unable to concede,

as in that case the cigars would have to be sold at a very high price, which would curtail the sales. In order to fight the Labour Union, the cigar factories have all combined forming a sort of a Cigar Manufacturers' Union, and they have agreed that when one factory is closed on account of the strike of its operatives, all the factories should close. A general strike has now been in force since the 7th instant and it is surmised that it will continue for a week or two before any settlement is arrived at. The Cigar Manufacturers' Union recognise the necessity of increasing the wages in view of the increased cost of living consequent upon the American occupation, but some of the demands of the Labour Union are so unreasonable that if granted it would adversely affect the cigar trade altogether. Hence the deadlock.

THE HEALTH OF HONGKONG.

The return of communicable diseases in the Colony last week shows as follows:—Plague, 23 cases (2 Europeans, 2 Indian, 1 Japanese, 23 Chinese), and 27 deaths; cholera, 2 cases (Chinese), 2 deaths; enteric fever, 1 case (European).

The year's plague figures are now:—446 cases and 435 deaths.

RAILWAYS IN SIAM.

The U.S. Consul-General at Bangkok, in the course of a lengthy report on the above subject, writes:—About 10 years ago, the first effort towards railway construction was made. This resulted in the Paknam Railroad, which was opened to traffic in the year 1893. It runs between the capital city of Bangkok and Paknam, a flourishing village at the mouth of the River Menam, at which all vessels stop on the way in and out of the port of Bangkok. The business of the road has been good from the first, and it is now paying about 7 per cent. on the investment. In 1892, the Government began the construction of the Korat Railway, a line extending from Bangkok to Korat, a good-sized city north-east of the capital. This road was formally opened in December, 1900, at which time the work was completed the entire distance of 165 kilometres (102.5 miles) although traffic had been carried on over the western end of the route as the line was developed. This, the first experiment on the part of the Government in railroad-building, has cost the country heavily in life and money.

From the Korat line, 92 kilometres (57.1 miles) north-east from Bangkok, another line branches to the north, known at present as the Lopburi-rd. The line, at present completed some 42 kilometres (26.1 miles), the city of Lopburi, will be extended to Chiangmai, a distance of 60. kilometres (37.28 miles). The department expects that in two and a half years the road will be in running order as far as Paknam, an important station on the river, 100 kilometres (62.1 miles) north of Lopburi. The preliminary survey has been done, and the permanent survey is now being prosecuted as far as Chiangmai. As a political measure the road will no doubt prove a wise investment, and will do much for the commercial development of the country as well. The supplies are on hand, the surveys completed, and the construction is being rushed on a narrow-gauge road that will run from Bangkok south-west to Pechaburee, a distance of 152 kilometres (94.4 miles). This is also under Government control. The preliminary surveys are also being made on another Government line, which it is proposed to run east and south from Bangkok through Patheew and Bangplaso to Srimaharacha, on the coast, about 140 kilometres (86.9 miles) distant. This road will in part, perhaps for 90 kilometres (55.9 miles), drain a rich and well-populated region.

Besides these Government lines, there have been two private concessions for railroads recently granted to Siamese. One of these lines will extend from Taurua, a station on the Lopburi line, to Prabat, a distance of about 17 kilometres (10.5 miles). The other line, beginning at Bangkok, will extend south-west through one of the richest and most thickly-populated sections of Siam and find its terminus at the mouth of

the Taitien River. This, in brief, is the history of railroads in Siam and her present railroad programme. Thus far, it has been her endeavour to keep her railroads in her own hands. During the 10 years of her railroad history, the Government has spent \$16,000,000 Mexican (about \$6,000,000 gold) in this endeavour. Under the present management, which has always insisted on buying supplies in a closed market, railroads have proved poor financing for the little kingdom, if one is to judge by her Government reports. The opinion is gaining ground that the present method is a decided mistake, and a change is being looked for. The only private railroad in operation in the country is now paying 7 per cent, and at times it has paid a much higher rate. With the open tender, which would grant to the department the same right that is exercised by the private corporation—to buy in the world's market wherever terms can be found most favourable for Siam—there is every reason to believe that a long step would be taken toward making the larger Government plants pay as well as the smaller private venture.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 12th July.

H.E. TAO MU'S RESIGNATION.

News has reached official circles in Canton that His Excellency Tao Mu has been permitted by the Imperial Government to resign on account of ill health, that the Provincial Governor Tak Sow is appointed Acting Viceroy of Kwangtung and Kwangsi, and that the governor of Shansi province, Shan Chon Aün, will be transferred to Canton to take the place of Tak Sow. Later news to hand says that Tao Mu has given orders to have a certain official residence near the government wharf cleaned out for him to live in temporarily until the Imperial order arrives, when he will hand over the seals of office to his successor.

BLACK FLAGS GIVE TROUBLE.

Liu Yung-fu, the Black Flag general, had the greater part of his military power taken from him last month, being left with only one hundred soldiers. These soldiers who have been placed under the command of the acting Prefect Kung, the prefect of Wai Chow, and other officials, have been very unruly, constantly trying to desert the army and go home. Upon the report of one of the captains, the Prefect Kung has issued an order cautioning the soldiers not to desert, and that if any one of them wants leave of absence to go home he must give in his name, the name of the street, district, and province, so that investigations may be made. But these Black Flags are not to be baffled in their attempts; they threatened to walk away with their arms, and, if they be detained any longer, to raise trouble; so one month's pay has been given to each of them for expenses upon their delivering up their arms to the ammunition department.

BRIGANDAGE.

In the district of Tung On, Siu Hing prefecture, bands of local banditti are collecting together with a large number of bad characters—a thousand or more—robbing and attacking villages, and contemplating, it is said, a rising. A rebel chief in Ka Hing Chow, a Makka district, issues notifications, and posts them up in the streets, styling himself, "the Great General of the Thirteen Provinces." Wong Sung, the late Magistrate of the Sun Lak district is ordered by the Viceroy to take three battalions (1500) of soldiers to go into Siu Hing to capture them.

PORK BUTCHERS TAXED.

A tax has been imposed on pork butchers. The butchers of the Pork Guild were summoned before the Nam Hoi and Pun Yu Magistrate, and ordered to guarantee the payment of a tax of \$60,000, a year to the government.

The N.C. Daily News Tokyo correspondent says that Lord Cranborne's statement in the House of Commons about the alliance with Japan caused great astonishment in that country, but the newspapers withheld comment. The Times' protest against the remark was much appreciated.

NOTHERN NOTES.

The following items are from the P. & T. Times of the 5th July:—

Ma-tou, the mainland station of Weihaiwei, is, after the Coronation, to be known as Port Edward.

In the railway-siding case we understand that Mr. E. Cousins represents the bondholders and that Mr. E. P. Allen has been retained as their Counsel.

Tribute rice is now going on to Peking by train in large quantities. We hear that the cars are taking 500 tons a day at present and the prospect of the immediate future is that this will be increased to 1,000 tons daily.

We understand that the French troops that left on Sunday last are not to be replaced, and that the departure represents the permanent reduction of the French garrison. From the numbers of the Indian reliefs it would look as if reduction of the British forces in North China was not in immediate contemplation. The immediate explanation is doubtless the length of railway line that has to be protected.

The 21st P.I. which arrived last week in the *Pentakota* at once came up, and moved into the quarters vacated by the 4th P.I. The Regiment has 721 rank and file, 16 native officers and 10 British officers. Not a few of the senior officers are absent on furlough, special duty, etc., and this may have weakened the regimental reputation for good cricket. They have brought their band. The officers mess is at the Taotai's house west of Victoria Park in the Taku Road. The officers are Lieut. Col. W. C. Faithfull; Major P. M. Carpendale; Captains D. C. Andrew, C. Kaye; Lieutenants R. Ridgeway, H. J. Doveton, J. R. Cook, P. H. McCleverty, C. G. V. M. Wardell, and J. K. S. Fleming, I.M.S.

The 4th P.I. had a great send off last Saturday. Hosts of civilian friends and nearly all the officers of the British Garrison and many of those of the foreign contingents were present. There was unhappily a lot of delay due to the slow manœuvring of the lighters and the extreme lethargy of the German bridge crew. The departure advertised for 9 did not come off till 10.30. There were two bands present, and great cheers and counter cheers. Col. Radford and his officers have identified themselves completely with the social interests of the place and are greatly regretted. Stress of weather prevented the men getting out to the *Pentakota* on Sunday morning; they had to return, but succeeded at the next tide.

On Monday last we had telegraphic news from Peking that the Ministers had held a meeting on the previous Saturday at which the chief business discussed was the rendition of Tientsin city. They were concerned with Chinese objections to the last proposals, and it was understood that *inter alia* the permanent approval of all the T. P. G.'s concessions to trading companies was objected to most strongly. Our information was to the effect that the Chinese objection found a good deal of support among the Ministers on grounds which we need not even adumbrate.

The cash question is still urgent in Tientsin, and not within living memory has there been so odd a position of affairs. One large cash is by immemorial tradition equal to two *ching chien* or small cash, but as a matter of fact if one changes a dollar for good sound large cash of respectable origin one gets about 825, while if one takes the rubbishy iron stuff now offered as small cash he gets as many as 1800 instead of 1650 (twice 825). The confusion and indeed actual hardship on the poorer classes are very great, for it is always out of them that the money-changers wring the profits brought about by debased coinage.

The T. P. G. would be undertaking fine altruistic work if it could tackle this question and leave it solved as a legacy of benevolent government. We understand that the Municipal Councils while adhering to their existing schedule of ricksha fares propose to quit themselves of all connection with the debased cash and the discredit attaching to it, by hereafter issuing their ricksha-ticket booklets on a five-cent silver basis.

Eight Chinese houses in Angus Street, close to Elgin Bridge, Singapore, were destroyed by fire on the night of the 10th inst.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 12th July.

"KIANGSI" STRANDED.

The s.s. *Kiangsi*, which left Hongkong on the 8th instant for Kobe with a general cargo, stranded on the north of Namoa Island on the night of the 9th instant. All on board, foreigners and Chinese, were saved by a native fishing junk and brought into Swatow. The wrecked steamer belongs to Chinese, but at the time of the disaster was sailing under the American flag.

THE LEKIN QUESTION.

After many abortive schemes and prolonged negotiations between the Chinese officials and merchants regarding the intended levy of *lekin*, the parties concerned could not arrive at any satisfactory arrangement or settlement. The *lekin* question was then left in abeyance for a short interval, but the Chinese mercantile community were ultimately informed that it was the provincial Government's stern intention to commence collecting the duty from the 1st day of the 6th Chinese moon, i.e., the 5th July. The merchants, after repeated meetings of their respective guilds, finding resistance to the new tax useless, have, ostensibly under protest, finally yielded to an imposition of *lekin*. Pending the consummation of the *lekin* tariff, a preliminary tax of 3 mace per 100 taels on exports will be raised. Imports are divided into various categories; piece goods will pay 5 cts. per package, sundries 1 per cent. *ad valorem* or in some cases 10 cts. per package. The levy on the most important articles, viz., opium, yarn, and cotton, has not been fixed yet.

AN ENERGETIC TAOTAI.

Our local Taotai Ting who has been here but a short while has made himself well liked by both foreigners and Chinese. He is taking strenuous means to keep the place free from evil-doers and law-breakers. It is said that he accompanied the night patrol on their peregrinations the other night and personally apprehended several suspicious individuals hovering around the numerous gambling dens. Taking a step in the right direction he has stationed soldiers, housed in matsheds, in the vicinity of the offices of Messrs. Butterfield and Swire, Bradley & Co., and Jardine, Matheson & Co.

SZECHUEN.

Chengtu, 14th June.

CONTINUED DROUGHT

is seriously affecting the price of rice, and poor people are already suffering much. Those districts which come within the scope of the irrigation works of this plain are all right, but a large part of the farming land still depends for water upon the rains, and these this year are remarkably late.

RECRUDESCENCE OF "BOXERISM."

Favoured by conditions caused by the drought, "Boxerism" is making extraordinary headway in Szechuen. So far as we know, the first Boxers began their propaganda in a small way about the beginning of this Chinese year. Last month two battles took place between the Viceroy's troops and the Boxers, the first at Tszyanghsien, less than three hundred li away, the second near Anyolsien, not much farther away, in a slightly different direction. Result in each case, victory for the Government troops, and disaster to the Boxers. A dozen were killed outright, others wounded, and later twelve heads were exposed at two of the city gates of Tszyang. The Boxer cause was supposed to have been dealt a severe blow by these two actions, and so it was; but the outcome seems to have been a scattering of the seed, to spring up with mushroom rapidity in scores of market towns and villages round about. News comes steadily in of Boxer drills going on in the temples in all the villages, though not in the cities. They drill at night. Some unintelligible gibberish is muttered by the leader, at the same time that he goes

through with mysterious incantations; the subject suddenly falls in what appears like a swoon. Presently he jumps up, of his own accord, or he may have to be assisted up, a huge knife or sword is handed to him, and he goes through all manner of twists and contortions, better named antics, but called by the Boxers "drill," and this is his instruction in the proper method for "destroying the church" and "exterminating the foreigner."

OFFICIALS PROFESS ZEAL

in putting the Boxers down, and so far we have no reason to doubt their good faith, except that the cult seems to be making steady progress in spite of the two battles above mentioned, several beheadings, and two executions by slow torture. Rain is greatly needed, and will, when it comes in good measure, be one of the best discouragers of the Boxers, for the famer who has to rush all day long transplanting rice has little time or energy left for Boxer drill all night.

INTELLIGENT CHINESE

are already making gloomy prophecies as to the possible and even probable outcome of the present state of affairs, unless more radical and thorough measures are taken than have so far materialised. —N.-C. Daily News.

NEWCHWANG.

Messrs. Bush Bros., of Newchwang, in their trade circular, dated June 7th, say:—

The present slackness in the demand for tonnage is due to the detention of the beam-craft up river, the dry weather rendering the river shallows unnavigable. Produce is lying stored up in large quantities at Tung Changtze, 600 li (or 200 miles) up river, small lots coming forward occasionally by train from Tichling, another of the principal depots, which is within ten miles of the railroad. This means of transportation is, however, only used as a last resource by the natives owing to the exposure of the cargo, and uncertainty as to the date of arrival at its destination. To-day's quotations are:—

Beancake... Tls. 8.30 per 10 pcs.
Beans ... Tls. 6.50 per 300 cts.
Bean Oil... Tls. 5.60 per 100 cts.

The steamship *Hunan* arrived yesterday from Tientsin with railway coolies as passengers; almost immediately upon the landing of these coolies several corpses were discovered in the streets, and on the men being rounded up several were found to be sickening. In all 85 deaths from cholera occurred yesterday among these railway men, and the authorities have consequently decided to impose medical examination upon all steamers arriving from China ports, the question as to the quarantining of steamers from Tientsin, in addition to medical inspection, being left open for the present.

Many disturbing rumours have been circulated recently in regard to the growing unrest in the interior, and it is reported that "Boxers" have appeared openly in the vicinity of Kai Yuan. So far these reports are directly attributable to Russian sources. An outbreak of any kind inland would doubtless militate against the evacuation of the port by the Russian Military and Provisional Civil Administration authorities.

THE INDO-CHINESE GOVERNOR-GENERALSHIP.

L'Avenir du Tonkin says of the announcement of M. Beau's appointment to Indo-China:—

"At last we have a new Governor-General. The Ministers have chosen M. Beau, French Minister to China. . . . In China, M. Beau has succeeded in winning the sympathies of all who knew him. He devoted himself particularly to fostering commercial and industrial enterprises, rightly holding this to be the best way of establishing French influence."

L'Indo-Chine Républicaine and *Le Courrier Saigonais* heartily welcome M. Beau. The latter journal looks forward to seeing him following out the peaceful but fruitful line of policy lately traced by M. Doumergue, after the "fachodisme" of M. Doumer.

M. Beau, we may add, was born in 1857 and was first attached to the staff of the French Ministry for Foreign Affairs in 1883.

ORIENTE HOTEL LITIGATION.

A suit was brought in the Manila Court last week by W. A. Fitton against Ah Gong, to restrain the latter from interfering with the plaintiff in participating in the management of the Oriente Hotel. Mr. Fitton does not claim to be a partner of Ah Gong, but simply to have an interest in the lease. The defence put on a number of American business men to testify that the plaintiff had no interest in the hotel. Harry R. Hanford testified that Ah Gong had refused to sign the lease when he learned that Fitton's name appeared in it, until Fitton gave him a letter, witnessed by Hanford, and signed in his presence, stating that he had no interest in the lease. Mr. Brown, president of the International Bank, and former manager of the Oriente Hotel Co., testified that the company was perfectly willing to rent the hotel to Ah Gong, although the plaintiff had told Ah Gong that he would be unable to get the lease unless he, Fitton, signed it. Mr. Wright, the present manager of the hotel company, testified to practically the same thing. Charles Jenkins, former manager of the hotel, said that the plaintiff had admitted to him both before and after April 29, the date of the lease, that he had no interest in the lease, but that he acted simply out of friendship for Ah Gong. Mr. Hanford had also testified to the same thing. Ah Sam, Ah Gong's partner, was absent in China when the lease was signed but returned shortly after and testified that Fitton had told him that he had no interest in the hotel, but simply acted in a friendly capacity. The result of the case is not yet announced.

SHANGHAI NEWSPAPER SUIT.

In the British Supreme Court, Shanghai, on 7th inst. before Chief Justice Bourne, an action by Mr. A. M. A. Evans against Mr. Chesney Duncan and Mr. Thomas Cowen, formerly joint lessees of *The New Press*, came on for hearing. Plaintiff claimed \$2,489 for money collected on behalf of the defendants, \$3,900 for rent of the newspaper, plant, etc., and \$2,444 in respect of material supplied. In his answers the defendant Cowen did not admit that he is or at any time was liable as joint lessee of the *Daily Press* business, because the lease contract was based on misrepresentations. The business of the *Daily Press* was in fact considerably less than it was represented to be, according to the information supplied by the said A. M. A. Evans and Chesney Duncan to the defendant Thomas Cowen, and the books of the concern when shown to the defendant Cowen contained many entries of supposed subscribers and advertisers whose subscriptions and advertisements had expired or had been ordered to be discontinued, such discontinuance having been improperly concealed or not duly put into effect. Thus the earnings of the business were materially misrepresented. In consequence the defendant Cowen in July, 1901, urgently protested to the plaintiff and appealed to be released from the contract, and showed him that the concern was not able to go on without running deeply into debt, but the plaintiff refused to release him and threatened him with legal consequences if he did not continue. In October, 1901, the defendant Duncan agreed to carry on the business alone and the plaintiff accepted him as sole lessee and agreed to release Cowen from all liability in connection with the concern. Judgment was given, against the two defendants jointly for \$8,807 both having admitted the correctness of the figures.

The *Manila Times* is informed that Aguin-aldo was set at liberty on Saturday, 5th inst., and, immediately after packing up his effects, left for parts unknown.

On the 9th inst. the steamer *George Pyman* caught fire at Tungkado, the forepeak being the part affected. The fire was overcome by the crew, but one of the men, a Chinaman, was suffocated and another had to be removed to hospital. Steam was got up on the fire-float and she went up to the *Pyman* before she could be recalled. Her services were not required. The origin of the fire is unknown.

IN THE CHINA SEAS.

The following interesting article by Admiral the Hon. Sir E. R. Fremantle, G.C.B., C.M.G., appears in the *Navy League Guide to the Coronation Review*:—

It was early in 1853 that I first made acquaintance with China and the Chinese as a midshipman in the *Spartan*, a smart 28-gun frigate commanded by Sir William Hoste, Bart., the son of the hero of Lissa.

We dropped anchor in Hongkong early in March after a too short stay in Burmah while the Burmese war was in progress, and a 37 days' beat up the China sea from Singapore against the north-east monsoon.

What a contrast the *Spartan* presented to our modern men-of-war. She was only 918 tons according to the measurement tonnage of the day, 135 feet long and 40½ feet beam, her length being thus only 3½ times her breadth—the proportion of length to breadth being 7 to 1 in our modern cruisers. Then the mainmast was 145 feet truck to water line, and it will be easily understood that she was "all legs and wings," in the current nautical phrase of the day. I served much of my apprenticeship to a sea life in the *Spartan*, being five years and five months in the ship as midshipman, mate and acting lieutenant, and though we were out of it unluckily during the Russian war, our achievements up the Gulf of Tartary, off Castries Bay, and the mouth of the Amoor River being best shrouded in oblivion, we saw much ordinary service or what passed for ordinary service in those days.

But sea work in a small frigate was full of interests, and in a sister ship to the unfortunate *Atalanta*, that "glorious mirror where the Almighty's form glances itself in tempests," had to be studied with attention, and the monotony of harbour was often varied by expeditions after pirates or landing for protection of our merchants' lives or property.

It is curious how little had changed in the naval service in 1852 when I joined the *Spartan* at Plymouth since Marryat's days. *Spartan* was a trifle more roomy than an old 28 or "jackass frigate," and her guns were of rather large calibre, but they were smooth bore, and the mode of propulsion of the *Spartan* was similar to that of the frigates which Peter Simple served in. Curiously enough I had an almost exact repetition of Peter Simple's experience when leaving England. Peter Simple, if I remember right, for I have no Marryat to refer to, was sent as a midshipman to embark mess gear and officers from Mutton Cove at Devonport, this being the last communication with the shore before sailing, and Marryat gives an amusing description of his misfortunes; the boat's crew being half-drunk, the boat full of live-stock, and a "popple of a sea" running across the Devil's Bridge with wind against tide. He was of course the victim of circumstances, but Lieutenant Falcon, the First Lieutenant, naturally did not see it in the same light, and rated him soundly. In my own case the same thing happened. I could not of course refuse the urgent request of my bowman to say good-bye to "his sister" (P) who herself pleaded tenderly for him, and when he disappeared behind the women on the wharf, there were many volunteers to fetch the deserter back, and the shelter of the adjacent grog shop was convenient, so I too found my boat difficult to handle while crossing the Devil's Bridge, and I naturally got into trouble with our First Lieutenant, Charley Fellowes, one of the best sailors I ever met, who died in command of the Channel Fleet at Gibraltar in 1885, I think.

But I must not ramble on about old times, and I will give an account of one of our numerous piratical expeditions from Hongkong.

It was 1854. On war being declared with Russia we had just sailed from Hongkong for the north, in company with our Admiral, Sir James Stirling, in search of a Russian squadron; when having sprung our main-yard, working up against the north-east monsoon, the *Spartan* was, much to our disgust, ordered back to Hongkong as senior officer. We did not miss much, certainly, as the Admiral spent his time in Shanghai, where the Russian ships did not find it convenient to call, so that our ships saw no Russians that year, though Petropavlovsk

which was attacked unsuccessfully by the Pacific Squadron, was on the China station.

To return to my piratical expedition. There is no doubt that the pirates at that time were very bold and aggressive; they almost blockaded Hongkong, but they usually kept out of the way of our boat expeditions. However, we brought in a piratical junk or two occasionally, though they often made a good fight of it, the Chinamen escaping to the shore usually when hard pressed. I was lucky enough twice to capture junks with a gig's crew after slight resistance, but on one occasion we had a narrow escape from a "stink pot," which a Chinaman had thrown from the mast-head at the boat. The junks were well armed, often with 10 to 12 guns, and "gingals" of various calibres, and when in close action their crews threw pots containing a mixture of gunpowder and resin from the mast-heads, which exploded on breaking, a horrible smoke and stink, hence the name. Fortunately the men in the junks had no muskets.

On the occasion to which I refer, a Chilean barque had been taken and scuttled at a place called Coulan, some 120 miles south-west of Hongkong, the captain, an Irishman called Rooney, escaping in a small boat to Hongkong. He reported that a Chinese merchant and a French lady who had been passengers in his ship had been taken prisoners, and a more than usually important expedition was organised to endeavour to recapture them and punish the pirates. Accordingly an English merchant steamer, the *Anne*, was chartered for the occasion and placed in charge of Lieutenant Palliser, our then First Lieutenant, the other officers being Lieutenant Morrell, Mr. Sarratt, second master, and Mr. Fremantle, midshipman.

There were about seventy officers and men all told, the boats consisting of our two pinnaces armed with 12-pounder howitzers and the jollyboat.

Arriving off Coulan at daylight one morning two junks were seen, and the boats went in chase immediately. Taken by surprise the junks were run on shore, the crew escaping as usual; but fortunately they had left the passengers we were looking for on board, so we were able to rescue them without firing a shot. That day we captured one of the piratical strongholds after a sharp skirmish, and recovered some of the barque's cargo, but it was known that Coulan itself, which was situated in a deep bay, would be a tougher job, and that it was filled with junks.

The next day our boats proceeded to the attack of Coulan, and I had the honour of commanding the jollyboat; we counted about fifty junks in the bay, and we were received with a storm of fire both from the junks and from guns mounted on shore. Most of the shot fortunately fell short, but one or two went over our heads, and one certainly splashed us well in the jollyboat, of which more presently. Palliser, perhaps wisely, thought they were too strong for us, especially as our boats were crowded with men, and we pulled under the shelter of a rock, where, after a consultation with Morrell, the attack was given up. An amusing part of this informal conversation was that a fine old petty officer named Joe Jackson, who was in the jollyboat with me, under the influence of some "samshu" or Chinese spirit, which he had somehow got hold of, kept on saying in a loud tone—"it all, let's have a go in at 'em." He had been badly splashed, and he wanted to have it out. There was another council of war held afterwards on board the *Anne*, when I proposed to attack the stronghold from the high ground. I had in fact landed the previous day in chase of a junk's crew, and climbing a hill I had looked down on the war junks, and as the Chinese had no muskets I thought we might have landed forty to fifty men and driven them to sea, when our boats' guns could have dealt with them.

I remember I was very proud of my plan, and I was listened to attentively for some time, when it occurred to Palliser that a midshipman's idea must be preposterous, and I was ignominiously dismissed. Nevertheless I think now that the plan was a good one, and that it might have succeeded.

However, we returned to Hongkong after our partial success, for which Palliser got the Legion of Honour, and he was promoted for this and other expeditions.

I ought to add that Coulan was eventually taken by the boats of the squadron on the return

of the Admiral to Hongkong, when 100 junks were taken or burnt, our loss being three men killed and a good many wounded.

But let me now turn to quite another story. It was my good fortune to be in China during the China-Japan war '94-95, and I had good opportunities of watching operations at Port Arthur and Weihaiwei from my flag-ship or another of my squadron. It was bitterly cold, at times the thermometer going down suddenly to 10 deg. or 15 deg. with a northerly wind, the sheets of floating ice making boat work difficult, while at Chefoo the junks inshore were frozen in, but through it all the Japanese never ceased operations, and their arrangements both by sea and land were very complete. In the torpedo attacks on the Chinese ships at Weihaiwei especially they showed wonderful devotion and daring, though the service was so trying that there were several fatal cases of frost-bite.

The methods of the Chinese were peculiar, and they were very impartial in their attentions. One day in particular I remember I was lying off Weihaiwei with four or five ships at a distance of five miles, when they persistently fired at our squadron from their batteries, some shots falling quite close to us, but it was what used to be called in naval parlance "random firing," and they got tired of wasting their ammunition in due course. A curious fact is that the Chinese semaphored in English, and as they knew the commander of the *Archer*, who had been one of their instructors, they were good enough not to fire at him. I took advantage of this, and the *Porpoise*, her sister ship, used frequently to lie close in to Weihaiwei during the operations and report to me their signals. I remember one was, "Captain of guns of western batteries to relieve those of eastern batteries. Officers coming off duty to report themselves at the Admiral's yamen" (house or office).

The Japanese never went to Chefoo, as I gave them a hint not to go there; but they had intended doing so, and the ideas of the Chinese Taotai, or Governor, were original. He told our Consul, Mr. Allen, that on the Japanese approaching he could not, of course, make any real defence, but that he must fire a few shots "to save his face," and then he would take opium; "he was an old man and this would save his family from disgrace." Our Consul told him of course that he had better make terms without offering a useless resistance or committing suicide, which would only exasperate the Japanese, but he would not hear of it. However, as the Japanese never went to Chefoo he was saved from the fate of the Chinese Admiral Ting, who committed suicide by taking opium as soon as he found he could make no further defence.

It would be interesting, did space permit, to compare the Hongkong of 1853 with 1900 when I was last there. The fine sailing tea clippers the *Stornoway*, the *Granite City*, the *Pathfinder*, etc., are all gone; so are the opium schooners *Nymph*, *Zephyr* and others. Sail has given place to steam, and tea no longer comes chiefly from China. But one thing has not changed. The Chinese are Chinese still. The China merchants own steamers, but the habits and trade of the country are much as they were. The junks and boats, whether at Hongkong, Canton or Shanghai, are the same now as they were then, and probably as they were 1,000 years previously. Has the Chinese character changed at all, and have recent events done anything to pull down the close veil of prejudice against the hated foreigner, which existed fifty years ago? I cannot say.

L'Echo de Chine sees in the settlement of the Mixed Court jurisdiction question at Shanghai a victory for the consular body. This is interesting to read in conjunction with the leading article which we republished from the *N.-C. Daily News* last week.

The Chinese Special Coronation Ambassador, Prince Tsai Chen, according to a Shanghai native official report, will return to China by way of the United States and Japan. It is further stated that a China Merchants' steamer is to be sent to meet the Prince at Nagasaki whence the Prince will proceed straight to Tientsin, and so on to Peking.

THE CORONATION REVIEW.

WHAT SHOULD HAVE BEEN.

[FROM OUR SPECIAL CORRESPONDENT.]

Portsmouth, 12th June.

The first naval port of this vast Empire is just now particularly the attraction of the world in consequence of the great Naval Review that is to be held at Spithead on Saturday, the 20th inst. Among the large assembly will be the cruiser *Orlando*, Commander Philip H. Colomb, who is acting Captain, which has just arrived home from the China Station. This vessel has received orders to prepare for the great day and will pay off about the middle of July.

For this review Admiral Sir C. F. Hotham, G.C.V.O., Commander-in-Chief at the Port, will be in command and will hoist his flag temporarily on the new battleship *London*, Captain J. E. C. Goodrich.

A notable feature on this occasion is that there will be twenty-four English admirals taking some part in the day's doings, whilst about twelve of them will fly their flags; this is not counting the Foreign Admirals. The following is a complete list of the foreign ships to be present, and it may be noticed that the *President Sarmiento*, Argentina training ship, well known in Hongkong, is amongst the number:—

Argentina—*Presidente Sarmiento*, 2,750 tons; training ship.

Chili—*Chacabuco*, 4,500 tons; cruiser.

Denmark—*Herluf Trolle*, 3,470 tons; battleship.

France—*Montcalm*, 9,500 tons; armoured cruiser.

Germany—*Kaiser Friedrich III.*, 11,150 tons; battleship.

Greece—*Peara*, 4,885 tons; battleship.

Italy—*Carlo Alberto*, 6,500 tons; armoured cruiser.

Japan—*Asama*, 9,750 tons; armoured cruiser.

Takasago, 4,160 tons; cruiser.

Netherlands—*Holland*, 3,900 tons; cruiser.

Norway—*Norge*, 3,817 tons; battleship.

Portugal—*Dom Carlos I.*, 4,100 tons; cruiser.

Russia—*Pobieda*, 12,600 tons; battleship.

Spain—*Emperador Carlos V.*, 9,235 tons; armoured cruiser.

Sweden—*Oden*, 3,500 tons; battleship.

United States—*Illinois*, 11,565 tons; battleship.

Austria is the only naval Power that at present is not represented. The United States will also have in English waters the *Albany* and *Chicago*.

The day's proceedings will commence at 12.30 noon, when a signal gun will be fired from the flagship *London* for all private vessels to remove from the Review ground by 1.30. At two o'clock the King will leave Portsmouth Harbour and be received with the usual salutes, and the completion of the Review will be indicated by a signal gun fired from each of the British flagships. Then private vessels can again cruise amongst the Fleet until 8.30 p.m., when preparations are made for the magnificent display of illuminations of the Fleet. At 11 p.m. His Majesty will again steam through the lines, and at 12 midnight all illuminations will be by signal suddenly and simultaneously extinguished; then immediately afterwards a Royal salute will be fired by the entire fleet—a rather novel feature, a midnight salute.

THE "ORLANDO" AT HOME.

The arrival here of the cruiser *Orlando* last week from China has given the inhabitants great interest, as the crew were in the heroic defence of the British Legation at Peking and also for the gallant dash of Admiral Sir E. H. Seymour for the relief. I have had a chat with the officers and men and can gather some interesting details which perhaps have never been published.

During the siege of Peking Sergeant Preston, R.M.L.I., and the Armourer were specially mentioned by the British Ambassador for their bravery, and the former has been awarded the Distinguished Conduct Medal. The opinion of the Chinese soldiers is "they are all right at a game of long bowls, but they can't stand cold steel. If one can only get at them away they run," said an officer to me. Leading Seaman George has been given the conspicuous gallantry medal and the United States has conferred the gold medal for valour upon him.

for his conspicuous and brave conduct in towing the junk full of wounded under a very heavy fire. Sergeant Johnson has also received the Distinguished Conduct Medal and Leading Signaller Swannel has had the Conspicuous Gallantry Medal and Sickbay Steward Tuller has been especially promoted for service rendered at Peking.

A very sad event has marked the cruise home, and that is the death of Captain J. H. T. Burke just before arrival at Aden. He had been ill for about ten days, and the day before arriving he died of cerebral hemorrhage and was buried at Aden with all the honours due to his position.

From my correspondent at Devonport I hear that a flag captured from a piratical junk in Chinese waters by the gunboat *Plover*, Lieut.-Com. A. H. Oldham, has been presented to the Devonport Public Library.

CHATRE'S CIRCUS.

On the 14th inst. Chatre's Indian Circus company gave their last performance in Hongkong, before leaving for Japan. There was a splendid attendance, and those who came to the show in the expectation of having a pleasant evening's entertainment were by no means disappointed. A capital programme was submitted and the various items were liberally applauded. The performance consisted of equestrian acts, athletic and trapeze feats, "turns" by trained parrots, an elephant and a tiger, etc. Kuppuro gave a clever display on the horizontal bar, Marutirao an unique "turn" of foot-balancing called "Tanjorian" on the programme. Besides other trapeze and wire performances and much genuinely comic business by the clowns, there were introduced a couple of wonderfully trained parrots, one of which discharged arrows from a fixed bow and the other loaded and fired a miniature gun. There followed a capital exhibition of skill by Prince Ganesh, a Mysore elephant. The announcement by the management that a tiger would be let loose in the ring caused a little consternation. The animal was loosed from its cage but was held by a rope round its neck while it went through its tricks, which were wonderful considering the fierce and untamable nature of the beast. The whole show was an unqualified success.

VICTORIA RECREATION CLUB.

An extraordinary meeting of the Victoria Recreation Club was held on the 14th inst. in the Gymnasium for the purpose of confirming the special resolutions passed at the meeting held on 30th ult. Mr. T. H. Reid, chairman of committee, presided.

Mr. F. W. WHITE, hon. secretary, read the resolutions as follows:—"7a. Members, elected on and after July 1, 1902, who are not British subjects, shall not be eligible to serve on the General or Ballotting Committees of the Club; and no existing member of the Club not a British subject is eligible for either the General or the Ballotting Committees." "8a. No candidate shall have the privileges of the Club unless he comes under the provisions of Rules 5 and 6, or unless with the permission of the General Committee, which permission may be cancelled at any time." "9a. Members shall pay an entrance fee of \$20, payable in advance."

Mr. R. H. B. MITCHELL moved that the resolutions be confirmed.

Mr. C. W. MARSHALL seconded, and the motion was unanimously agreed to.

This was all the business.

FRANCE AND SIAM.

The *Bangkok Times* writes:—The view taken in Saigon of the recent events on the Eastern frontier, has just such value as one may choose to put upon it. But in any case a certain amount of interest must attach to Saigon opinion, and we find from the papers to hand to-day that the recent movement of French troops is frankly termed "a military demonstration against Siam." The *Opinion* is disappointed that it proved only a "platonie" demonstration after all, but on the principle that there is no smoke without fire it believes that the French Government will not let slip the chance of putting its hand on this

country on the first opportunity. The *Opinion*, it should be said, is bitterly Anglophobe and need not be taken as expressing the view of the Government. All the actions of Siam it believes to be dictated by England, and it asserts that "all the enemies of France whether in Siam, on the Mekong, or in Upper Laos are directed by the Jesuitical policy of England, which works in the dark but does not thereby do the less harm." That is hardly an opinion to be respected, and the only point in it all is that the strengthening of the garrison at Chantaboon and the movement of troops towards the Siamese frontier was regarded in Saigon as a military demonstration against this country.

THE VICEROY OF THE TWO KWANG.

In its "Notes on Native Affairs," the *N.C. Daily News* of the 11th inst. says:—

As may be remembered by readers of these columns, the resignation of H.E. T'ao Mu, the enlightened Viceroy of the Two Kwang provinces, lately, caused several changes to be made amongst certain Governors of provinces, in connection with which it will be recalled that H.E. Ts'ên Ch'un-hsuen, the able and strong Governor of Shansi, was ordered to be transferred from Taiyuan to Canton to succeed Governor T'ê Stou, who had been promoted Acting Viceroy of the Two Kwang, vice T'ao Mu. It is now rumoured in mandarin circles that the transference of Governor Ts'ên from Shansi, where as a matter of fact his firm rule is still badly needed, to Canton, was made by the advisers of the Empress Dowager with the ultimate intention of promoting H.E. to the Viceroyship of Kwangtung and Kwangsi, or the Two Kwang, owing to the latter province being at present over-run with secret societies and seething with revolutionists inimical to the Manchus. Governor Ts'ên is a native of Kwangsi and his is one of the most influential and popular gentry families in that province. It is thought at Peking that, with his known talents, firmness of will and popularity amongst his fellow provincials, Governor Ts'ên Ch'un-hsuen, as Viceroy of the Two Kwang, will be able to restore order without trouble and without much further fighting.

THE REVENUE OF THE FEDERATED MALAY STATES.

The total revenue of the Federated Malay States during last year amounted to \$7,541,507, as compared with \$15,609,808 in the previous year, and is the highest figure yet attained. The expenditure came to \$17,273,158 as compared with \$12,728,931. In explanation of the increased total of expenditure the Resident-General says that the "Federal" expenditure of the two years, 1900 and 1901, is included in the figures given for 1901. Hitherto it had been the practice to include the "Federal" expenditure of one year in the accounts of the succeeding year; henceforth the "Federal" expenditure of the year will be brought to account in the year during which it occurs. Similar remarks apply to revenue. The proper figures for comparison, therefore, are—

	1900.	1901.
Revenue	\$15,609,808	\$17,383,647
Expenditure	12,728,931	16,463,175

Under revenue the principal increase (\$1,021,224) is under licenses, due to an arrangement by which the rent payable by the Perak General Farmer was increased, and to the reletting of the Negri Sembilan Farms.

Under expenditure the chief increases are contributed by the Departments of Public Works and Railways; and Personal emoluments, owing mainly to the grant of Exchange (compensation Allowance on whole instead of half salary, show an increase of \$270,418.

The proportion of the cost of establishments, including State Railways to revenue, is given as 17.63 per cent.; for 1900 the proportion was 16.67 per cent.

The assets of the Federated States on 1st January, 1902, including Bank fixed deposits, and cash in Treasuries and on current account in Banks, stood at \$10,337,120. Liabilities are returned at \$5,040,695.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE WATER-METER QUESTION.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 16th July.

SIR,—Because I do not understand I must once more speak on behalf of the poor.

What is it that I do not understand? It is that the Government, having collected the rates from the people, and having prepared streets and lighting, police protection, and water for the benefit of the people, afterwards in the case of the most important thing, water, seeks to make the poor either buy it, or else go and carry it, in order to get what they need. The Government always collects the rates for these various items and it is not right to say that those who pay more as water-rates and use less than they pay for are losing and those whose rates are less but who use more water are gaining. Arguing in this way they compel the poor to live in dear houses so as to get enough water to use; if they live in cheap houses they must either buy water or else go and carry enough for their needs. If comparisons are made on these lines then there are other things to discuss besides water. Some men and women and sick people cannot go out much, and they use the roads less than the poor who carry burdens and walk all day on the roads; according to the above method of argument such people lose a great deal. It may be said that this is a far-fetched argument because when large quantities of water are consumed the supply will be exhausted, but the roads although they easily get out of order can be repaired and used again and do not diminish nor give out. But I speak thus because some people say that persons who use but little water and pay high water-rates are not treated fairly. I have therefore taken the question of water-rates and compared it with all the rates and have used the methods of comparison and equal division to appeal to the wealthy that they may think over the subject from this point of view. I trust they will also remember where their money comes from; they earn it from the poor and accumulate it until they become wealthy. They should not narrow their sympathies because they pay a slightly excessive water-tax. The wealthy like to live where land is cheap and in large houses and have gardens, and though they may pay a little more water-tax than the poor who live where land is dear, on a flat or in a small room, yet they use many times more than the poor. Reckoning on this basis they are much better off than the poor.

We should not discuss the subject on the basis of water and water rates only; but should consider the amount of land occupied. In fact the subject should be considered from every possible point of view and special consideration should be given to the case of the poor because they have no one to express their views. Where land is cheap the price of water might be raised, and where land is expensive the price of water might be made cheaper: this would be a fair method.

If the price and the allowance of water are to be reckoned at one rate all over the Colony, then in order to be just the price of land and the land-tax should be reckoned at one rate everywhere. If it were desired to make the price of water allowed out of the rates cheaper where land is dear than where it is cheap, so that the inhabitants in such parts might have sufficient water on account of the amount paid for rates, then the water-meter would not be required and this stumbling-block need not be put in the way of the people. Because in case of excessive use of water it would be very difficult to fix the blame; all would strive to clear themselves, and much ill-feeling would be engendered. We trust the Government will not exercise justice only but temper their justice with mercy. After collecting the water-rates to make the poor who are weak pay again by having their water carried or else to do without water would be to cause this class of people who ought to have most consideration to be subjected to the greatest hardships. Having paid their water-rates they should be given enough water for their needs, just as I said before the passenger boat people do: having received the money for

meals they must give the passengers rice until they have had enough. If it be determined that water-meters must be placed in houses or else water must be carried from the street the benefits of the scheme would be:—(1) That water would not be wasted. (2) It might be expected that in dry seasons, there would be enough water. (3) All people would have an equal quantity. These are the only reasons. Perhaps another reason might be that some revenue might be obtained from fines, but I know the Government do not wish for this as they consider the imposition of fines to be injurious.

On the subject of equal distribution I have spoken above. On the subject of having sufficient water in dry seasons we cannot affirm that there will be enough, but if it is feared there will not be enough the safest way is to make more reservoirs. If more reservoirs cannot be made in Hongkong could not water be brought from the mainland and pumped into the Pokfulam Reservoir. Surely this would be better than instituting the system of meters and street taps, and if the Government has not sufficient money, why not increase the water-rate rather than enforce the meter system and the selling of water to the poor? As to not wasting water I believe that under that system no one can guarantee that there will not be waste.

Let me again try to point out some of the harm that will be done by the system:—(1) There will be great hindrances to personal and household cleanliness. (2) People living on the same flats will have disputes and fights and perhaps even lawsuits. (3) When the meter is examined at the end of the month and the tenant has moved, who will pay for the water used? (4) It will be hard to guarantee that when people move they will not destroy the meters. I believe that because landlords fear this they do not want to put meters in their houses lest they should have trouble in the matter. Again if people have to carry from the streets, it would be difficult to enumerate all the evils that will arise; as houses of three or four stories may be supposed to have 40 or 50 people in each it must be necessary to have a street tap for every three or four houses; as there would be so many taps would not some people intentionally destroy the taps and let the water run to waste?

Every morning and evening how many people would be carrying water? Would it not block the streets? Would there not be disturbances and even disputes and fights? Would not the police be kept busy in making arrests? Would there not be fines and punishments? Would the streets not be always wet? How many times a day must water be carried up to third or fourth stories? Would there not be difficulties? Is it not hard that the poor must carry water in order to have it for use? How much wage-earning time would be wasted? How much hardship would be daily endured by the poor in Hongkong to get water? How many men would be heard sighing and groaning? But though their voices might not be heard by the Government, would the Government not know that they had these hardships? Now I have finished. I trust that the members of the Government will condescend to think on the subject of these lines.—Yours, etc.,

(Pastor) WONG.

THE PINEAPPLE AS A DIGESTIVE AID.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 15th July.

SIR,—Last night, after dinner, I settled myself down to read the home papers received per French Mail. The first item that met my eye was the following from the *Lancet*:—

"The Pineapple as a Digestive Aid.—The partaking of a slice of pineapple after a meal is quite in accordance with physiological indications, since, though it may not be generally known, fresh pineapple juice contains a remarkably active digestive principle similar to pepsin. This principle has been termed 'bromelin,' and so powerful is its action upon proteids that it will digest as much as 1,000 times its weight within a few hours. Its digestive activity varies in accordance with the kind of proteid to which it is subjected. Fibrin disappears entirely after a time. With the coagulated albumin of

eggs the digestive process is slow, while with the albumin of meat its action seems first to produce a pulpy gelatinous mass which, however, completely dissolves after a short time. When a slice of fresh pineapple is placed upon a raw beef-steak the surface of the steak becomes gradually gelatinous owing to the digestive action of the enzyme of the juice. Of course, it is well known that digestive agents exist also in other fruits, but when it is considered that an average sized pineapple will yield nearly two pints of juice it will be seen that the digestive action of the whole fruit must be enormous. The activity of this peculiar digestive agent is destroyed in the cooked pineapple, but unless the pineapple is preserved by heat there is no reason why the tinned fruit should not retain the digestive power. The active digestive principle may be obtained from the juice by dissolving a large quantity of common salt in it, when a precipitate is obtained possessing the remarkable digestive powers just described. Unlike pepsin, the digestive principle of the pineapple will operate in an acid, neutral, or even alkaline medium, according to the kind of proteid to which it is presented. It may therefore be assumed that the pineapple enzyme would not only aid the work of digestion in the stomach but would continue that action in the intestinal tract. Pineapple, it may be added, contains much indigestible matter of the nature of woody fibre, but it is quite possible that the decidedly digestive properties of the juice compensate for this fact."

I was not unnaturally attracted by this statement, as I had just concluded a meal with a slice from a very luscious pineapple raised on the lower slopes of T'mo-shan at the back of Chinwan. It is new to me, I confess, to learn that pineapple juice may in a way be substituted for pepsin. It is certainly a pleasanter aid to digestion, and here in Hongkong it is cheaply and readily obtainable. The pineapple is very successfully raised in the New Territory, and should be able to beat the Straits pines out of the field, though the price of these is very low. As a rule, I think, pineapples in Hongkong are more frequently eaten stewed, but the *Lancet* points out that when cooked the fruit loses its digestive power. It is a common practice among Easterners to eat salt with the pine, which would seem to indicate that its qualities are not wholly unknown to them. Salt is not only desirable as bringing out the digestive properties, but also as a distinct improvement to the flavour.

I have given prominence to this cutting in the hope that it may be of some use to those troubled with weak digestions and it may also serve to popularise a fruit which, though easily obtained here, is really but little appreciated.—Yours, etc.,

R. CHATTERTON WILCOX.

MISCELLANEOUS SERVICES.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 12th July.

SIR,—I trust the ratepayers of the Colony will not rest satisfied until they secure publication either in the *Government Gazette* or local papers of particulars of \$253,035.33 voted for "Miscellaneous Services" at the Finance Committee meeting held on 7th inst. The worthy representative in Council of the Chamber of Commerce did all that could be expected of him in endeavouring to obtain publicity for details of disbursements under that head, before the vote was taken, with what result the public well know. What would be thought of a Chinese butler, who on presenting a larger bill than usual to his master at the end of a month entered the total sum on a formidable piece of paper under the head of "Charges of Establishment"? His master would naturally say "Counter too muchee largee, what thing inside?" If the butler replied, "Can secure belong plover, allo have got inside one Chinese book," his explanation would be very similar in effect to that vouchsafed by the Chairman of the Finance Committee when appealed to for details of the item for miscellaneous services. The annual reports issued by the postal, harbour, police, and afforestation departments are bristling with detail—in fact there is often so much of it that there is a difficulty in finding the particular item one wants once in a blue moon, but when the realm of Finance is approached,

strange to relate, masterful condensation takes the place of painstaking detail, for what reason the ordinary mortal is at a loss to understand, although to the Government official it may appear quite the correct way of doing things. I fancy colonists would not complain if these reports were simply entered in a book and like the details of the expenditure for "Miscellaneous Services" never saw the light. The bulk of the residents of the Colony, I am sure, would be quite satisfied without being told how many letters were despatched to the United Kingdom during the past year, and be ready to dispense with the information as to the number of junks that entered the harbour during the same period, while the number must be very small indeed who would care to know if crimes with violence were diminishing or increasing or where several thousand of trees were planted during the previous year.

It is needless to remark that it would be of much more interest to the entire community to ascertain where their dollars had been platted and whether the planting is to continue with unabated vigour so long as there is no difficulty in finding the necessary material. The reluctance shown by the Government to publish the statement referred to is somewhat surprising considering the document is made up in such a condensed form and could prove of little or no value in supplying the information the public so much wants to obtain—the expenditure in connection with plague, which is a very large item, being, I understand, entered in one line. In future let the Government's financial transactions be treated in an ordinary businesslike manner and thus do away with the necessity of the representatives of the public having to be continually asking for information that should be furnished voluntarily.—Yours, etc., BIZ.

A DANGER TO THE PUBLIC.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 14th July.

SIR,—I desire to draw attention to the condition of the "Black Rock" on Chamberlain Road, Peak. In summer many amahs and children sit in its shadow, but to the lay eye the upper parts of the rock seem insecure, and it is to be hoped that the P.W.D. will look into the matter before a holocaust takes place. Several massive boulders have shifted in the recent rains.—Yours, etc.,

"TERRIFIED."

RAUB AUSTRALIAN GOLD MINING CO.

The eighth annual meeting of the above company was held at the registered offices, Queen Street, Brisbane, on 28th May, Mr James Forsyth, M.L.A., being voted to the chair.

The CHAIRMAN, in moving the adoption of the report and balance-sheet, stated that, taken all round, the figures as shown must be regarded as satisfactory to the shareholders. In the profit and loss account, the amount appearing to the debit at the beginning of the financial year was £12,812 13s. 6d. and although a large amount of nearly £16,000 had been written off for depreciation, the profit and loss at the end of the year showed a deficiency of £958 19s. 10d. only. This proved that the results of last year's actual mining had really been profitable to the extent of nearly £28,000. He (the chairman) desired to point out that in Mr. Curle's report, which was furnished to the shareholders last year, the available ore reserves mentioned therein were given as 40,000 tons. Yet on reference to the manager's report now issued for the year the total amount of ore crushed was 38,224 tons. This proved to his mind that the ore reserves have been underestimated by Mr. Curle, as no report had reached the directors that any serious diminution had taken place in these reserves. This was a matter for the shareholders to ponder over. The question of reduction of expenses in connection with the surface work at the mines was engaging the serious attention of both the Singapore and Brisbane boards, and, without a doubt, if the same results were obtained from crushings during the coming twelve months, it was more than probable that the figures now produced would be much improved upon.

Two new mines had been started during the

year—namely, Stope Mine and Bukit Neebong. Two of the subsidiary companies at Raub had been obtaining gold, and the third, the Queensland Raub Gold Mining Company, would shortly have their own battery at work.

Mr. BAGLEY seconded the motion, which, after a few remarks from Mr. Harry Webb, was carried unanimously.

The retiring directors, the Hon. Robert Phillips, Messrs. De Burgh Persse, James Forsyth, and G. F. Scott, also the auditor, Mr. T. A. Bond, were re-elected at the same remuneration as formerly.

A vote of thanks to the chairman terminated the proceedings.

UNITED ASBESTOS ORIENTAL AGENCY, LD.

The following is the report for presentation to the shareholders of the above Company at the sixth ordinary annual meeting to be held at the offices of Messrs. Dodwell & Co., Ltd., Queen's Buildings, on the 28th inst., at 3 p.m. — The General Managers have now the pleasure to lay before the shareholders the accompanying statement of accounts for the year ended 31st May, 1902.

ACCOUNTS.

The balance at the credit of profit and loss account, after writing off \$65.40 for depreciation and including \$731.87 brought forward from last year, is \$15,389.03, which it is proposed to appropriate as follows:—

To place to reserve fund	\$3,000.00
To pay a dividend of 15 per cent. on ordinary shares	5,940.00
To General Managers' remuneration	2,000.00
To pay a further dividend of 5 per cent. on ordinary shares	1,980.00
To pay \$19.80 per share on 100 founders' shares	1,980.00
To carry forward to new account	459.03
	<u>\$15,389.03</u>

AUDITOR.

The accounts now presented have been audited by Mr. W. H. Potts, who, being eligible, offers himself for re-election.

DODWELL & Co., LD.,
General Managers.

Hongkong, 10th July 1902.

The accounts are as follows:—

BALANCE-SHEET.

31st May, 1902.

LIABILITIES.		\$	c.
To capital 9,900 ordinary shares of \$10, of which \$4 per share paid	39,600.00		
100 founders' shares of \$10 fully paid	1,000.00		
		40,600.00	
To bills payable	14,868.07		
To sundry creditors	13,083.16		
To unclaimed dividends	240.00		
To reserve fund	5,000.00		
To profit and loss account balance	15,389.03		
		<u>\$89,180.26</u>	

ASSETS.

	\$	c.
By value of launch <i>Gladiator</i> as per last account	4,000.00	
By value of furniture and fittings as per last account	150.00	
By since expended	65.40	
	<u>\$215.40</u>	
Less written off	65.40	
		150.00
By value of material on hand	65,018.84	
By unexpired portion of insurance policies	276.69	
By sundry debtors	10,555.08	
By cash in bank	8,819.83	
By cash in hands of General Managers	359.82	
	<u>\$89,180.26</u>	

PROFIT AND LOSS ACCOUNT.

31st May, 1902.

	\$	c.
To trade expenses, salaries, commissions, launch working, rent, advertising	43,012.95	
To auditor's fee	50.00	
To depreciation for year ending 31st May	65.40	
To balance carried to new account	15,389.03	
	<u>\$58,517.38</u>	
By balance from last account	731.80	
By profit on sales	57,309.94	
By transfer fees	42.00	
By interest	212.64	
	<u>\$58,517.38</u>	

SUPREME COURT.

Monday, 14th July.

IN ADMIRALTY JURISDICTION.
BEFORE HIS HONOUR W. MEIGH
GOODMAN (CHIEF JUSTICE)

"WONG KOI" v. "CLARA."

This was an action for recovery of salvage expenses. Mr. E. H. Sharp, barrister-at-law (instructed by Mr. G. C. C. Master, solicitor) appeared for the *Wong Koi*; and Mr. M. W. Slade, barrister-at-law (instructed by Mr. J. Hastings, solicitor) for the *Clara*.

Captain Dorward, *Crown of Arragon*, was the nautical assessor.

Mr. Sharp opened the case by reading the pleadings, which showed that the *Wong Koi* was a steamship owned by the Norddeutscher Lloyd, of 1,115 tons register, of the value of \$400,000, and carrying at the time of the salvage services rendered a crew of 62 under the command of William Bartling, master. The steamship *Clara* when salvaged was the property of M. Jebbs & Co. of Apenrade, of the value of \$75,000, carrying a cargo of the value of \$65,569 and freight of the value of \$1,100. About noon on the 14th of July, 1901, when the *Wong Koi* was at anchor at Pakhoi, being due to leave the following day for Muntok, Banka, an island in Netherlands India, near Java, whither she was bound with 600 Chinese coolies, and 6 first-class cabin passengers, the captain was informed by the chief officer of the *Clara*, who brought a letter to the like effect from the master of the *Clara*, that the *Clara* was lying totally disabled in a position about 50 miles S. 32 d. E. of Kwantan Point in the Gulf of Tonking, that the said position was dangerous, that the neighbourhood was infested with pirates, and that she needed assistance. As soon as the *Wong Koi* could get steam up she proceeded to the place indicated and there found the *Clara* with her stern shaft broken. The sea was somewhat rough, and the *Clara* was helpless and in imminent peril. The coast and dangers in the neighbourhood of the *Clara*'s position had not been properly surveyed, and the likelihood of a typhoon or other bad weather at that season of the year was great. The *Clara* was far out of any usual track of ships. She had on board 70 passengers, a crew of 28 men, and a cargo of 145 pigs and about 4,000 cases of indigo sugar and general merchandise. The *Wong Koi* at the request of the master of the *Clara* at once took steps to rescue her and to tow her to Hoihow and thence to Hongkong. The *Wong Koi* brought the *Clara* safely into Hoihow Bay; on the way thither the *Clara*, on account of the swell, lost her propeller, which had been previously secured with chains to ensure its safety. As Hoihow Bay afforded no safe anchorage at that season for a vessel in the disabled condition of the *Clara*, and as there were no means of repairing her nearer than Hongkong, the *Wong Koi*, at the request of the master of the *Clara*, proceeded to tow her to Hongkong, having taken on board 44 of her passengers who refused to remain on the *Clara*. The *Wong Koi* brought the disabled ship safely into Hongkong Harbour at about 8.30 p.m. on 17th July. The *Wong Koi* then returned to Pakhoi, where she arrived at about 8 a.m. on the 20th July. In rendering these services, considerable risk, labour, expense, loss and delay were occasioned to the *Wong Koi* and great skill was shown by those on board her. The *Wong Koi* also suffered damage to her tow-rope and tackle and was put to the cost of keeping 467 of her passengers at Pakhoi from 14th July till 20th July. The plaintiffs were entitled to salvage for the services rendered by her and had demanded from the defendants in that regard \$57,777. On or about 24th December, 1901, the plaintiffs delivered to the defendants an account containing full particulars of the claim and showing how it was arrived at. The defendants had not paid that sum. In their answers the defendants denied that the value of the steamship *Wong Koi* was \$400,000 and said that the value of the *Clara* as salvaged was \$23,500 and the value of her cargo was \$65,569. The risk incurred by the *Clara* and the risk, labour, expense and loss occasioned to the *Wong Koi* and the cost of keeping 467 passengers at Pakhoi were greatly

exaggerated by the plaintiffs. The *Clara* was in no immediate danger. She was making no water and, with the exception of the damage to her shaft, was uninjured. The weather during the whole time in question was fine and the *Wong Koi* was at no time in any danger whatever. The salvage services rendered by the *Wong Koi* ceased upon the arrival of the vessels in Hoihow Bay, and the services rendered by the *Wong Koi* in towing the *Clara* from Hoihow to Hongkong were merely towage services. The defendants had tendered \$15,000 and contended that that sum was sufficient to satisfy all the claims of the plaintiffs. Mr. Sharp stated that the defendants had had the *Clara* re-valued and the new valuation was \$65,000.

Mr. Richard Unsworth, an ex-captain with the Scottish Oriental Co., afterwards gave evidence as to the nature of the coast where the mishap befell the *Clara*, of the anchorage at Hoihow, and of the weather to be expected there at the season of the year when the salvage was effected.

Other written evidence was taken.

The Court adjourned.

Wednesday, 16th July.

"WONG KOI" v. "CLARA."

Evidence and debate having been concluded on the preceding day,

His Lordship delivered judgment as follows:—This is a salvage action in which the plaintiffs claimed the sum of \$57,777 for salvage services rendered by the s.s. *Wong Koi* to the s.s. *Clara* in July, 1901. The case was heard by me, with Captain Dorward as nautical assessor, on 14th and 15th July. The facts are fairly simple, and the defendants paid \$15,000 into Court as sufficient in their opinion to meet any fair claim. The s.s. *Clara* having left Pakhoi for Hongkong had reached a point about half-way between Pakhoi and Cape Kami when she broke her propeller shaft and had to anchor. There she remained quite unable to proceed, and sent for help to Pakhoi. Her master stated in his letter asking for assistance that they were "totally helpless." Without criticising in detail the evidence, on that head, given by the witnesses, it is obvious that if a typhoon had come on, and July is a typhoon month, the *Clara* would have been in a most perilous position, even if her water and food had lasted out. The *Clara* was worth some \$65,000, her cargo was worth \$65,569, and her freight worth \$1,100. She had on board 71 passengers, a crew of 28, some 145 pigs, and 4,000 packages of cargo (indigo, sugar, etc.). The s.s. *Wong Koi*, of 1,115 tons registered burden and of the value according to the statement in the petition of some \$400,000, was at the time at Pakhoi which port she was due to leave on 15th July with several hundred coolies and six first-class passengers for Banka Island, near Java. On Sunday, 14th July, the message of the master of the *Clara* was delivered to the master of the *Wong Koi*. In due course she got up steam, and, at noon on 15th July, arrived at the place where the *Clara* was anchored and where she had then been for three days. A hawser having been made fast, the *Wong Koi* towed the helpless *Clara* first to Hoihow and then to Hongkong which latter port was reached about half-past eight on the evening of 17th July. The distance for which the *Clara* was towed was some 332 miles. After performing this service skilfully and successfully, the *Wong Koi* returned to Pakhoi and was able to continue her original voyage on Monday, 22nd July. On the way to Hongkong some 44 Chinese passengers were transferred from the *Clara* to the *Wong Koi*. The average net earnings of the *Wong Koi* in 1901 were about \$351 a day. The parties, after some discussion in Court, arranged practically to admit that the *Wong Koi* should be deemed to have been delayed in her original voyage for six days, and that she also incurred various actual expenses amounting to \$2,696. That is to say, her ordinary average earnings would have been \$2,106 and she was put to \$2,696 expenses. The question then arises what amount should the Court award for salvage services taking into consideration the matters I have mentioned. The distinction between ordinary towage services which give

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rise to a claim for *towage* and those extraordinary towage services which give rise to a claim in the nature of *salvage* must be borne in mind. As pointed out in the recognised words of authority, "towage" is a contract of service by which a ship agrees to tow another ship from one point to another, for the purpose of expediting her on her voyage, whereas an agreement to tow a disabled vessel to a place of safety is not ordinary "towage," it is "extraordinary towage," and is in the nature of *salvage*. I have had the advantage of considering a great number of cases decided in the Admiralty courts in England, and of the practical assistance of my nautical assessor. The Court has also had the help of the able arguments of counsel for both parties and in the result the amount the Court awards is \$15,800. This sum takes into consideration and includes the expenses, etc., incurred by the *Wong Koi*. This sum will be apportioned as follows:—Three-quarters, i.e., \$11,475, will go to the owners of the *Wong Koi*; one-third of the remaining quarter, i.e., \$1,275, goes to the master; and the remaining two-thirds, i.e., \$2,550, goes to the other officers and the crew of the *Wong Koi* to be divided in the usual manner. As the amount awarded is larger, though only slightly larger, than the sum paid into Court by the defendants, the plaintiffs must have their costs which must be paid by the defendants.

His Lordship added that in this case he had given three-fourths to the owners, which was a very full sum; he had not first of all taken off the expenses and then divided the three-fourths, but had allowed the whole thing to be divided. He thought the owners would come off very well. Mr. Slade suggested that his Lordship might make some comment upon the extravagance of the claim.

His Lordship said he had thought of that. If this had been an arrangement that they had made on board this ship, saying, "We will not pull you away until you agree to pay us this sum, of over \$57,000," there would have been a great deal in what counsel said. But here the case was clear enough. They left it to the Court and what they said did not affect them one way or the other. The agreement was that the question of payment be left to the owners. The owners could not settle it and it came before the Court. In the case of a man coming on board a helpless ship and in an unconscionable manner saying, "Unless you pay us a certain sum I will not pull you off," his Lordship would have had something to say about it in considering the costs. But here the case was different. If the value of the ship had been originally returned as \$65,000 instead of \$23,000, which was the amount erroneously stated in the answer, and the defendants had paid a very little more into Court they would have been all right.

The Court rose.

ROYAL HONGKONG GOLF CLUB.

QUARTERLY MEETING.

The following are the only scores returned—

MACWEN CUP.

Mr. W. J. Saunders	...	103	—	15	=	88
Mr. T. S. Forrest	...	90	+	2	=	92

15 entries.

BOGEY CUP AND RICHARDSON CUP.

Mr. W. J. Saunders	receives 11 strokes	7 down
Mr. T. S. Forrest	owes	2
Mr. W. W. Clark	receives	5
Mr. C. H. P. Hay	"	11

17 entries.

POOL.

Mr. W. J. Saunders	...	103	—	15	=	88
Mr. C. H. P. Hay	...	103	—	15	=	88
Mr. T. S. Forrest	...	87	+	2	=	89

22 entries.

The tramp steamer *Ness*, Captain Peart, carrying coal from Moji to Hongkong for the Mitsui Bussan Kaisha, has established a good record by bringing down in six months no less than twelve cargoes. A fair average for the trip is considered to be sixteen days. Her average is about a day less than that, a very creditable feat considering that she has had to run up in ballast against the prevailing monsoon. The *Ness* belongs to the Mercantile Marine Co. of London.

Stamp-collectors will be pleased to hear that a stamp exchange club has been started in the Colony. Intending members should apply to the hon. secretary, Mr. C. Pells, Military Hospital.

According to an official telegram from the Formosan Government early last week, four new cases and three deaths from plague were reported as having occurred in the Taipei district, with three cases and two deaths at Toshiyen. This makes the total number of cases from January last, 1,987, of which 1,516 have ended fatally.

The Governor's Peak residence, having been completed, has been taken over by the Government House staff. If Sir Henry Blaine adheres to his intention of returning to Hongkong in August—it is possible that he may extend his stay in England in view of the postponement of the Coronation—His Excellency is expected to take up his residence at the Peak.

The *Rudecino Malitas*, a small steamer which has been thoroughly overhauled in Hongkong, fitted with new propellers, etc., for service in the Philippines, went on her trial trip on Tuesday and made satisfactory speed. Mr. H. E. Carmichael was superintending engineer. The steamer is 150 feet long by 22 feet beam and 11 feet depth. Captain T. Groves will take her across to Manila.

In Hongkong, the home of acting appointments, the following paragraph from the *Shanghai Union* should be appreciated:—A rather peculiar acting appointment has been made by the Council, but it was inevitable. The Secretary has had to go to Japan for the benefit of his health, while the Assistant Secretary is on home leave, the consequence being that the Municipal Engineer has been appointed to fill the Secretary's office in the meantime.

The first tie in the Hongkong Water Polo Shield Competition was played off on the 14th inst. at the Victoria Recreation Club between the Royal Engineers and the Naval Depot, Kowloon. After a fast game, the Naval Depot won by 5 goals to 2. Mr. W. A. Crake was referee. The water polo match at the V.R.C. on the 17th inst. between teams of the Welsh Fusiliers and Royal Artillery ended in the crushing defeat of the latter by 10 to 0.

The British torpedo-destroyer *Janus*, Lieut. Corbett, left the Harbour on the 16th inst. on a trial spin, but had to put back owing to mishap to one of her flanges. When the accident occurred, the vessel was making her maximum speed of 22 knots. The *Janus*, despite her slow speed, is of the most modern type of destroyer. It is rather an eloquent fact that the *Handy*, a boat of the same class but of much older type, made 25 knots last week against a heavy sea.

In spite of counter attractions during the summer in the shape of picnics and bathing parties, a large number of people were present last Wednesday at the New Parade Ground to listen to the music provided by the Band of the 10th Bombay Light Infantry, under Bandmaster Vaz. This was the first appearance of this band, and the programme submitted was very creditably executed and much appreciated.

Three Chinamen were discovered early on the 16th inst. in an attempt to burgle the premises of the Eastern Clock Manufacturing Company, a German firm in Wanchai Road. They had gained an entry by the simple device of climbing up the rain-pipe to the first floor verandah, whence they easily made their way to the second floor, where the goods were stored. The Indian watchman employed by the firm heard the men at work, and went in search of them. Two heard him coming and escaped just in time, but the third was later in getting away and was chased down stairs on to the verandah of the first floor. Seeing capture inevitable, he sprang over the verandah, a distance of nearly thirty feet from the ground, where he alighted on his feet, without injury, strange to say, beyond a severe bruising and shaking. The fall rendered him incapable of further flight. However, and he was captured, being eventually sent to hospital. That the burglars meant to make a good haul was seen in the fact that no less than thirteen clocks had been transferred from the show-room on the second floor to the verandah on the first floor, from whence they could more easily be removed when it came to clearing off. All but four of the clocks were recovered.

Mr. E. J. Pierpoint, chief warden of Victoria Gaol, left by the *Empress of Japan* on the 16th inst. on a year's leave.

We understand that a new Portuguese weekly paper will be published in the Colony soon. The paper will probably be styled *A Verdade*.

The new water-boat *Tubig*, built at Hongkong, arrived safely at Manila on the 8th inst., having done the journey across in 4 days, 10 hours. Captain Scott, late of the U.S. Naval despatch-boat *Zafiro*, took the boat over. The *Tubig* is consigned to Armstrong and Mackay, but it is understood that she is destined for the Compania General de Tabacos de Filipinas. She is equipped with powerful wrecking pumps. Captain Scott gives the builders much credit for constructing such a strong craft. His only danger lay in the boat capsizing in the long southerly monsoon swell developing into a typhoon, which might wash boiler and machinery from the decks, where they make the vessel top-heavy. The *Tubig* is registered as 96 tons but her immense water-tanks carry 250 tons. She has a very big boiler space.

A very successful and enjoyable entertainment given on Thursday evening the Kowloon Institute on behalf of the Institute. The programme was as follows:—

Song	.....	Mr. Hay
Flute Solo	..... "River of Years"	..... Mr. Grey
Song	..... "Ever and Alway"	..... Mr. Silk
Banjo Solo	..... "Apollo March"	..... Miss Holmes
Song	..... "The Flight of Ages"	..... Mr. Palmer
Song	..... "I dreamt a dream"	..... Mr. Grey
Trio	..... "Three little Maids"	..... Miss Grey and Misses Holmes
Song	..... "That Gal's Mouth"	..... Mr. Ireland
Song	.....	..... Mr. Hay

Accompanist, Mr. Moberly.

"POOR PILICODDY."

CHARACTERS.

Mr. Pillicoddy (nurseryman)	.....	Mr. H. K. Holmes
Captain O'Scuttle	.....	..... Mr. Grey
Mrs. Pillicoddy	.....	..... Miss I. Holmes
Mrs. O'Scuttle	.....	..... Mrs. Grey
Sarah (maid of all work)	.....	..... Miss Holmes

Scene.—Mr. Pillicoddy's shop.

The s.s. *Heungshan* experienced very rough weather on her trip over from Macao on the 14th inst. When off Linting Bay one of the native crew, who was shipping heavy weather ports, was swept overboard by a big sea. The alarm was at once given and immediate preparations made to lower a boat. Captain Clarke, however, wisely prevented this as the boat would have been at once swamped. He put the steamer about, shortly sighting the man, who managed to keep afloat, and on coming up to him a rope was thrown which the sailor caught and was hauled on board, just twenty minutes after the alarm was given. The rescued man appeared little the worse for his immersion, and was prolific in his thanks to the genial skipper. By the way, Captain Clarke has just completed twenty-five years' service in the company, many of them on the Macao run, and it would be difficult for many to dissociate the pleasure of the week-end holiday at the ancient port from the *Heungshan* and its popular and able commander.

At the half-yearly examinations in music recently held, under the auspices of Trinity College, London, at Brighton, we note with considerable interest and pleasure that a Hongkong young lady has greatly distinguished herself. Over 60 candidates presented themselves for examination and Miss Christine Shelton Hooper, who entered for the Senior Section, passed with honours, and moreover was the only candidate to obtain this distinction in Pianoforte playing. At the distribution of the certificates Miss Hooper was specially complimented for her conspicuous success. We believe that Miss Hooper, before going home, was taught for some two or three years by Mr. Ward, our Cathedral organist, and it must be especially gratifying to him to learn that his old pupil has done so well. Some of our readers may remember that Miss Hooper appeared at one of the concerts given by Messrs. Marsh and Ward some eighteen months ago, and most of those who heard her play then were agreeably surprised at the skill and promise shown by the youthful performer. We trust soon to hear of even greater triumphs for this talented young lady.

MISCELLANEOUS.

The Sasako tunnel, the longest in Japan, was bored through on the 6th inst. The work was started in December, 1896. The length of the tunnel is 15,246 feet (nearly three miles). The tunnel is on the Government Central Railway.

On the afternoon of the 9th inst. Shanghai was visited by a wind storm which lasted some ten minutes, during which the Settlements were filled with dust. A resident out in a sailing boat was caught in it in the Seven Mile Reach, but fortunately had no mishap.

The U.S. quarantine official at Yokohama has ordered detention and quarantine for five days in the case of those residents in Tokyo who are going to America. The emigrants from Niigata for Hawaii, who arrived at Yokohama by way of Tokyo, were very severely examined before embarking for the Sandwich Islands.

A report from the Japanese Consul at Newchwang states that the number of cholera cases there up to the 4th inst. was 475, of which 492 had been fatal. In 42 cases a cure was effected. 28 cases were under treatment. About one-third of the Bean Oil factory employees have left and several of the companies have closed their works.

On the 18th ult. there were at Saigon 7 British, 5 French, 5 Germans, 4 Swedish or Norwegian, and 1 Belgian steamers. Commenting upon this, the *Opinion* points out that although the port has two subsidised lines French shipping there is less than British, and says it would like to know how the proportions stand in other places.

The effects of the siege occasionally even now manifest themselves in odd ways, says the *Peking and Tientsin Times*. Quite recently reference had to be made to the articles of association of one of our jointstock companies, and it turned out there was not a single copy procurable in the port. They had all gone astray during the troubles. In the end recourse had to be made to a telegram to Hongkong for an extract from the official copy there.

On the authority of the Japanese Foreign Office, it is now stated that the Chinese Government has decided to establish a Camphor Monopoly Office in Fokien, placing the manufacture and sale of camphor under the control of the Japanese. It is not correct, however, to say that the monopoly right of the camphor trade is to be conceded to the Japanese Government. In future the Japanese may be a party to the camphor business by contributing a part of the expenses of monopoly, but no definite arrangements have yet been made.

The German *Official Army Gazette* publishes two Imperial orders, according to which the Brigade forming the German garrison in East Asia is in future to consist of two infantry regiments, one mounted squadron of Jaeger, one battery of horse artillery, one mountain battery, one company of pioneers, and two field hospitals. The other detachments of the brigade are to be sent home and disbanded. The German War Department at the same time indicates the stations at which the detachments remaining in the Far East will be quartered.

It was recently reported that the Japanese authorities were using their influence to secure the monopoly of the camphor industry in the province of Fokien, China. A Shanghai correspondent of the *Asahi* has sent his journal an extract from a Chinese paper to the effect that the Viceroy of the province has agreed to give the contract to, the Japanese authorities (of Formosa, presumably) on certain terms. The Taotai of Amoy was appointed to conduct the negotiations. Recently the Taotai met Mr. Uyeno, the Japanese Consul at Amoy, and proposed an amendment to the terms, which, as they stood, gave all power to the Japanese, the Chinese authorities being merely required to act as the protectors of the industry. The Japanese Consul thereupon made some concessions. It was agreed that the Japanese should contribute Tls. 200,000 for the business, and that the Chinese authorities should station commissioners at important places to protect the industry, the profits made being equally divided between the Japanese and Chinese authorities. It was further agreed that the manufacture and sale of camphor should be conducted by the Japanese while the accounts should be managed by the Chinese.

Mr. Harry E. Fulford, C.M.G., H.B.M. Consul, Newchwang, has been elected a Fellow of the Royal Colonial Institute.

M. Klobukowski, Minister for France at Bangkok, left on the 5th inst. by the *Mekong* for Saigon on his way to France. M. Dutasta taking the position of *Chargé d'Affaires*.

It is stated that Singapore will shortly boast of a weekly sporting and illustrated newspaper. It may possibly prove a success, but we have our doubts on the subject, comments the *Straits Times*.

According to the *Deutsche Ostasiatische Warte*, the dead body of Karl Weber, a butcher of Teintan, who had been missing since the 18th June and of whom it was thought that he had met with foul play, was picked up on 25th June in the vicinity of Arcona Island. No signs of violence could be detected, and inquiries made by the police have not led to any satisfactory result. Weber was buried on the 25th ult.

A recent meeting of Chinese students in Tokyo is reported to have been notable for the spirit which moved the speakers, who spoke in Japanese. Some of the students had cut off their queues and were dressed in the latest Parisian fashions. The Chinese girls who attended were dressed like Japanese schoolgirls, and even their coiffures were done in imitation of the elaborate head-dress of the Japanese.

It is the intention of the Sultan of Kelantan, who recently paid a lengthy visit to Singapore, to leave for Europe soon. He will go direct to London, and after remaining there about three months, during which time he hopes to complete his business, he will make a tour of the Continental capitals, following much the same route as that the King of Siam went over a few years ago. It is understood that the Sultan will be accompanied on the tour by his European advisers.

Bangkok versions of the object of the Siamese Vice-Minister of the Interior's visit to Europe are, in addition to those already mentioned:—(1) The negotiation of a foreign loan for the purpose of enlarging the Siamese navy, making it nearly equal to that of Japan, in view of a possible alliance between those two countries for offensive and defensive purposes. (2) Bringing out another batch of legal advisers. (3) Making arrangements for the provision of an adequate water supply to Bangkok.

Another European novice is about to be admitted into the Buddhist priesthood at Letpadan in Burma. There are some half a dozen European *Hpoongyis* in Burma now; and it is quite possible that one of them may be nominated as a candidate for the vacant Buddhist Archbishopric. The latest is a Mr. Warwick, whose name as a novice is Theeyedaza. His admission takes place about the middle of this month, and will be the third occasion within two months of Europeans in Burma entering the higher order of the Buddhist priesthood.

The profit made for the year ending 30th April last by Messrs. S. C. Farnham, Boyd & Co., Ltd., amounts to Tls. 1,848,500, and after deducting the amount already paid in January last as an interim dividend of Tls. 386,400, and wiping off the suspense account of Tls. 100,000, there remains an amount which the Directors propose to distribute as follows:—

A final dividend of Tls. 10 per share Tls. 552,000
Placed to reserve fund 750,000
Carried forward to new account 60,150
Shareholders will thus receive a dividend on the year's working of Tls. 17 per share.

Prince Tuan and Duke Lan are, according to a Lanchou (Kansu) despatch, at present residing at Tihua (Urumtsi), the capital of Chinese Turkestan, which city is about one month's ordinary journey on horseback, west of Chiaoikuan, a gateway cut in the most western portion of the Great Wall. It is reported that the exiles continue to "lord it over the natives" in that part of the Emperor's dominions, and by their braggadocio and swagger and loud-talking of what they intend to do soon against the "Western Barbarians," manage to impress their importance upon the simple minded Kashgarians and Tunganis—Chinese Mahomedans—of Urumtsi, Turfan and Hami, the latter two cities being often visited by the two in their search for followers and partisans. Owing to the near connection of the two ex-Boxers to the Imperial occupant of the Throne even the Governor of Chinese Turkestan dare not slight them.—*N.-C. Daily News*.

The *France Militaire* announces that the creation of an army corps for Indo-China has been decided upon in principle. General Coronat has been nominated to succeed General Dods in Indo-China.

A regrettable incident took place on the Peking-Tientsin railway the other day, according to the Peking correspondent of the *N.-C. Daily News*. It appears that a British officer was jostled by a Chinaman in a first-class carriage, and the officer forthwith chastised him for his carelessness. The Chinaman with great dignity and in perfect French informed the son of Mars that he was the newly-appointed Minister to Austria, Italy, and Spain, and that unless an apology was made he would report him to his superiors. The officer in language not exactly parliamentary replied that, if he had known who he was, he would have inflicted a more severe punishment. The matter was reported and this correspondent hears that General Creagh has apologised to the Chinese Foreign Office on the officer's behalf.

H.M. Consul at Manila, in a recent report to the Foreign Office, states that the recently imposed tariff has not altered conditions to any great extent. Luxuries have increased in price, necessities remain the same. French imports have suffered the most. The import of Scotch whisky has increased largely, Americans being of opinion that it is better suited to the climate than the American article. Automobiles are coming into use owing to the scarcity of horses in consequence of the long war, which affected the horse-breeding district of Batangas especially. The American Mail Line from San Francisco to Hongkong (including the "White Star" vessels on that run) have begun to call at Manila on their way to the latter port. A Japanese company are running the late P. & O. *Rosetta* between Manila and Hongkong at considerable loss to themselves and the competing Hongkong lines.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1901-02	1900-01
Shanghai	—	—
Amoy and Formosa.....	3,549,879	2,002,490
Foochow	—	—
	3,549,879	2,002,490

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1901-2 lbs.	1900-1 lbs.
Hankow and Shanghai...	—	—
Amoy and Formosa.....	154,020	76,379
Foochow	—	—
Canton	—	—
	154,020	76,379

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1900-1 lbs.	1899-00 lbs.
Yokohama	—	—
Kobe	—	—
Hiogo	3,671,110	3,146,747
	3,671,110	3,146,747

SILK.

CANTON, 14th June.—Re-reels have ruled very quiet. Nos. 1 and 2 are offered at \$700 average without finding buyers. Filatures.—The slight decline in Exchange has led to a moderate business, about 800 bales having been bought. The dispute regarding the weights of 3rd class Filatures has shown no profit to the European interests owing to want of solidarity in their own rank, and business has been resumed on the old weight conditions. Short-reels.—Ruled fairly active, 300 to 400 bales having been bought on the basis of \$855 for Filature Extra and \$810 to \$800 for 1st class B. 14/16. Waste.—Very little doing owing to the scarcity of stock. Extra-Selected opened has been done at \$110 and Extra-Extra at \$89, old season's cargo.

CAMPBOR.

HONGKONG, 18th July.—No arrivals.

SUGAR.

HONGKONG, 18th July.—The position of the market is nearly the same as when last reported. Quotations are:—

Shekloong, No. 1, White.....	\$8.20 to \$8.25	pcd.
do. " 2, White.....	6.95 to 7.0	"
Shekloong, No. 1, Brown ...	6.00 to 6.01	"
do. " 2, Brown ...	5.85 to 5.90	"
Swatow, No. 1, White.....	8.10 to 8.15	"
Swatow, No. 1, White.....	6.85 to 6.90	"
do. " 1, Brown ...	5.80 to 5.85	"
do. " 2, Brown ...	5.65 to 5.70	"
Foochow Sugar Candy	12.05 to 12.10	"
Shekloong "	9.70 to 9.75	"

RICE.

HONGKONG, 18th July.—No demands having come forward, the prices are going downward. Quotations are:—

Saigon, Ordinary.....	\$3.10 to 3.15
Round, Good quality	3.95 to 4.00
Long	4.05 to 4.10
Siam, Field mill cleaned, No. 2	3.30 to 3.35
Garden, " No. 1	3.70 to 3.75
White.....	4.10 to 4.15
Fine Cargo	4.30 to 4.35

OPIUM.

HONGKONG, 18th July.—Bengal.—Market continued firm during the first half of the fortnight under review and prices have also hardened.

The highest points touched were as follows:—

Old Patna High Numbers at \$92½	
" " Low " " 910	
" Benares " " 917½	
New Patna " " 935	
" Benares " " 917½	

Since then a very quiet tone prevailed, the activity having altogether subsided.

Our closing quotations are:—

Old Patna High Number at \$905	
" " Low " " 902½	
" Benares " " 917½	nominal
New Patna " " 930	
" Benares " " 912½	

Malwa.—A fair amount of business had passed.

Quotations are:—

New	at \$ 970
2 years' old	" 1,010
3 " "	" 1,020
Older	" 1,040

Persian.—We quote for best drug at \$570/80p. pcd.

Stock on date:—

Patna	Benares	Malwa	Persian
1,401	814	166	2,165

(COTTON.

HONGKONG, 18th July.—At a rise of \$1 per picul, a fair business done. Stock about 5,000 bales.

Bombay.....	21.50 to 23.50	picul,
Bengal (New), Rangoon, }	23.00 to 27.00	"
and Dacca,		"
Shanghai and Japanese,	28.00 to 29.50	"
Tungchow and Ningpo,	28.00 to 29.50	"
Sale: 2,050 bales.		

YARN.

A fairly active demand has been experienced throughout the past fortnight, and some 10,500 bales have changed hands at about late rates. Here and there some slight fluctuations are noticeable, but on the whole the market may be termed unchanged. Dealers after holding off for a considerable time, appear to have accepted the situation, but strenuously stand against any advance in price; importers, on the other hand, strengthened by telegraphic advices from Bombay, are inclined to be firmer for their holdings of best quality. Sixteens are still in short supply and one or two favourite chops have changed hands at fancy prices and the demand still continues. The market closes strong and with a gloomy outlook for the prospects of the New Indian Cotton crop; we shortly expect to see a higher range of prices ruling.

Local Manufacture.—The firmness of the local mill has more or less checked business and sales of only a hundred bales No. 10s. at \$98 have resulted.

Japanese.—Market continues steady, spot stocks are exhausted, and sales of about 500 bales Nos. 16s. and 20s., eight to ten weeks' delivery, have transpired, say Sakai and Kurashiki No. 16s. at \$116½ and No. 20s. (Miike) at \$123½, Hirano at 123, Settsu at \$123 and Kanegafuchi at \$126.

Raw Cotton.—Indian descriptions have continued steady in sympathy with the firmness reported from the other side, whilst its comparative cheapness to yarn equivalents appears now to be attracting the attention of buyers. Our local Mill has been much in evidence, more than a moiety of the total sales reported during the interval being credited on their account. Settlements amount to about 2,200 bales good to best machine ginned Bengals at from \$23½ to \$26, leaving a stock of about 7,000 bales on the market. No stock nor business in China Cotton. Quotations are Bengal \$20 to \$26, Dacca \$22 to \$27, and China \$27 to \$30.

Exchange on India after some fluctuations has continued steady and closes to-day at Rs. 129½ for T/T and Rs. 130 for Post. On Shanghai 74 and on Yokohama 19 per cent. premium.

The undernoted business in imported and local spinnings is reported from Shanghai from the 23rd ultimo to the 4th instant, viz:—

Indian.—Total sales 6,252 bales, comprising 50 bales No. 6s., 3,177 bales No. 10s., 1,307 bales No. 12s., 886 bales No. 16s. and 832 bales No. 20s., prices showing an improvement of half to one Tacl and market closing strong. The unsold stock was estimated at 36,500 bales.

Japanese.—Market steady, total sales 1,500 bales, on the basis of Tls. 86 to 93 for No. 16s. and Tls. 91 to \$97 for No. 20s.

Local.—There has been a renewal of the demand; total sales amounting to close upon 6,000 bales say No. 10s. at Tls. 77 to 81; No. 12s., Tls. 80 to 82; No. 14s., Tls. 83 to 86; No. 16s., Tls. 85 to 88; and No. 20s., Tls. 90 to 92½, market closing firm.

MISCELLANEOUS IMPORTS.

HONGKONG, 18th July.—Amongst the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn: 1,400 bales No. 10 at \$93 50 to \$100, 800 bales No. 12 at \$98 to 108, 250 bales No. 16 at \$112 to \$115, 1100 bales No. 20 at \$118 to \$125. Grey Shirtings: 500 pieces 10 lbs. Blue 5 Men at \$4.90. 500 pieces 10 lbs. Blue Dragon at \$4.80. White Shirtings: 500 pieces 0 at \$5.40.

METAL.—Wire Nails: 500 casks at \$6 to arrive.

Bombay—Nos. 10 to 20s.....	\$86.00 to \$128.00
English—Nos. 16 to 24.....	114.00 to 120.00
" 22 to 24.....	120.00 to 128.00
" 28 to 32.....	136.00 to 142.00
" 38 to 42.....	155.00 to 170.00

COTTON PIECE GOODS—

Grey Shirtings—6 lbs.	2.20 to 2.25
7 lbs.	2.30 to 2.50
8.4 lbs.	3.10 to 3.75
9 to 10 lbs.	3.80 to 5.00
White Shirtings—54 to 56 rd.	2.55 to 2.90
58 to 60 "	3.20 to 3.40
64 to 66 "	4.50 to 5.30
Fine 5.35 to 7.80	
Book-folds 4.50 to 7.00	
Victoria Lawns—12 yards.....	0.75 to 1.40
T-Cloths—6lbs. (32 in.), Ord'y.	1.85 to 2.10
7lbs. (32 ")	2.15 to 2.45
6lbs. (32 ") Mexs.	2.20 to 2.35
7lbs. (32 ")	2.95 to 3.50
8 to 8.4 oz., (36 in.)	3.15 to 3.75
Drills, English—40yds., 13½ to 14 lbs.	4.20 to 6.90

FANCY COTTONS—

Turkey Red Shirtings—1½ to 5 lbs }	1.65 to 5.50
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Brocades—Dyed — to —

DAMASKS—

Chintzes—Assorted	0.68 to 0.20
Velvets—Black 22 in.	0.28 to 0.75
Velveteens—18 in.	0.23 to 0.30

Handkerchiefs—Imitation Silk 0.30 to 3.00

WOOLLENS—

Spanish Stripes—Sundry chops.....	0.65 to 2.00
Germans 1.25 to 3.00	
Habit, Med., and Broad Cloths	1.25 to 3.00

Long Ells—Scarlet, 7-10 lbs. 6.50 to 8.50

Assorted..... 6.60 to 8.65

Camlets—Assorted..... 12.00 to 32.00

Lastings—30 yds., 31 inches } 12.00 to 16.00

Assorted }

Orleans—Plain 8.00 to 9.50

Blankets—8 to 12 lbs. 4.00 to 9.00

METALS—

Iron—Nail Rod 4.60 to —

Square, Flat Round Bar (Eng. 4.55 to —

Swedish Bar 4.60 to —

Small Round Rod 5.00 to —

Hoop ½ to 1½ in., 5.40 to —

Wire, 16/25, 8.50 to —

Old Wire Rope 2.80 to —

Lead, L. B. & Co. and Hole Chop 8.25 to —

Australian 8.25 to —

Yellow M'tal—Muntz 14/20 oz. 41.50 to —

Vivian's 14/20 oz. 42.00 to —

Elliot's 14/20 oz. 42.00 to —

Composition Nails..... 61.00 to —

Japan Copper, Slabs..... 39.00 to —

Tin..... 83. to —

Tin-Plates	box. per 8.70 to —
Steel ½ to ½	per cwt. case 6.50 to —

SUNDRIES—

Quicksilver	per picul 180.00 to —
Window Glass	per box. 5.75 to —
Kerosene Oli.....	per 10-gal. case 2.00 to —

VESSELS ON THE BERTH.

FOR ANTWERP.—Telemachus (str.), Kawachi Maru (str.).

FOR LONDON.—Bengal (str.), Kawachi Maru (str.), Benlawers (str.), Sarpendon (str.), Ulysses (str.), Telemachus (str.), Malacca (str.), Glenturret (str.), Antenor (str.) Dardanus (str.).

FOR LIVERPOOL.—Pyrrhus (str.).

FOR MARSEILLES.—Annam (str.), Kawachi Maru (str.).

FOR BREMEN.—Sachsen (str.).

FOR HAVRE AND HAMBURG.—Ambria (str.), Silesia (str.), C. Ferd. Laeisz (str.), Freiburg (str.), Konigsberg (str.), Andalusia (str.).

FOR TRIESTE.—Tirol (str.).

FOR VICTORIA, B.C.—Clavering (str.), Tosa Maru (str.), Kaga Maru (str.).

FOR VANCOUVER.—Empress of China (str.), Athenian (str.).

FOR NEW YORK.—Atholl (str.), Indramayo (str.), Radnorshire (str.), Verona (str.), Benleuch (str.), Comet, Asama (str.).

FOR PORTLAND (Or.).—Indravelli (str.).

FOR AUSTRALIAN PORTS.—Yawata Maru (str.), Taiyuen (str.).

FOR SINGAPORE, PENANG AND CALCUTTA.—Lightning (str.).

SHARE REPORTS.

HONGKONG, 18th July.—Business during the past week has again been very limited in extent, and there are but few items of interest to report.

BANKS.—Hongkong and Shanghai have sold at \$610 and \$612½, and are in further demand at the former rate. The London rate is unaltered at £63.

MARINE INSURANCES.—Unions are still enquired for at \$385, and China Traders can be placed at \$57.

FIRE INSURANCES.—China Fires have sold at \$79½ and \$80 and are steady at the higher rate. Hongkongs after sales at \$330 are still on offer at this figure.

SHIPPING.—Hongkong, Canton and Macao Steamboats have been done at \$40 down to \$39, and some more shares can be obtained at the lower quotation. Indo-Chinas have further declined to \$92½ with sellers. There are no other changes under this head to report.

REFINERIES.—China Sugars are weaker with sellers at \$107. Luzons are unchanged at \$20 sellers.

MINING.—Punjoms have further declined to \$4½ sellers, and Raubs to \$8½ sellers—the latter under offer from Singapore.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been sold at \$222½ up to \$223½ and close steady at the former quotation. Hongkong and Kowloon Wharves have been placed at \$88, and a further small parcel can be procured at this figure. New Amoy Docks are unaltered at \$33 buyers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands can be placed at \$177½, but holders refuse to accept less than \$180. Kowloon Lands have sold at \$30. West Points have been done at \$53 and more shares are obtainable. Humphreys Estates can be placed at \$11½. Hongkong Hotels are steady at \$135½ with probable buyers.

COTTON MILLS.—Ewos have declined to Tls. 43 sellers. Hongkongs are firm at \$17½ with sales and further buyers.

MISCELLANEOUS.—Green Island Cements after sales at \$21½ are on offer at \$21½, with buyers at \$21. Electrics (old) have rec ded to \$13 and (new) to \$6½ with sales and further sellers. Hongkong and China Gas Co. shares have jumped to \$150 buyers. Ices are wanted at \$242½. United Asbestos have sold at \$9 and China Providents at \$10. Watkins are wanted at \$6½. Powells can be obtained at \$8½.

MEMOS.—Hongkong Ice Co. interim dividend of \$4 per share on account of 1902 payable on and after the 26th instant. Hongkong

Land Investment and Agency Co., Ltd., interim dividend of \$6 per share on account of 1902, payable on and after the 29th instant. West Point Building Co., Ltd., interim dividend of \$1 per share on account of 1902 payable on and after the 29th instant. Hongkong, Canton, and Macao Steamboat Co., Ltd., ordinary half-yearly meeting of shareholders on the 5th August; transfer books closed on the 23rd instant.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	{ \$610, buyers L'don, £63.
Natl. Bank of China		
A. Shares	£8	\$27, buyers
B. Shares	£8	\$27, buyers
Foun. Shares...	£1	\$10, sellers
Bell's Asbestos E. A.	£1	\$1, buyers
Campbell, Moore & Co.	\$10	\$21, buyers
China-Borneo Co., Ltd.	\$15	\$23, sellers
China Light & Power) Co., Ltd.	\$20	\$13, sellers
China Prov. L. & M.	\$10	\$10, sales
China Sugar	\$100	\$107.
Cigar Companies—		
Alhambra Limited...	\$500	\$500, nominal.
Philippine Tobacco) Invest. Co., Ltd.)	\$50	45.
Cotton Mills—		
Ewo	Tls. 100	Tls. 43, sellers
International	Tls. 100	Tls. 35, sellers
Laou Kung Mow	Tls. 100	Tls. 45, sellers
Soychee	Tls. 500	Tls. 150.
Hongkong	\$100	\$17, sales & buyers
Dairy Farm	\$6	\$12, buyers
Fenwick & Co., Geo.	\$25	\$46, buyers
Green Island Cement...	\$10	\$21, sellers
H. & C. Bakery	\$50	\$40.
Hongkong & C. Gas	£10	\$150, buyers
Hongkong Electric) H. H. L. Tramways)	\$5	\$13, sales & sellers
Hk. Steam Water) boat Co., Ltd.	\$100	\$34, sellers
Hongkong Hotel	\$5	\$340, buyers
Hongkong Ice	\$50	\$135, sales
H. & K. Wharf & G.	\$25	\$242, buyers
Hongkong Rope	\$50	\$88, sales & sellers
H. & W. Dock	\$50	\$145, buyers
Insurance—		
Canton	\$50	\$162, sellers
China Fire	\$20	\$80.
China Traders'	\$25	\$57, buyers
Hongkong Fire	\$50	\$330, sellers
North China	£25	Tls. 187.
Straits	\$20	nominal.
Union	\$50	\$385, buyers
Yangtze	\$60	\$130.
Land and Building—		
Hongkong Land Inv.	\$100	\$18, sellers
Humphreys Estate...	\$10	\$11.
Kowloon Land & B.	\$30	\$30, sales
West Point Building	\$50	\$53, sales & sellers
Luzon Sugar	\$100	\$20, sellers
Manila Invest. Co., Ltd.	\$50	\$20, sellers
Mining—		
Charbonnages	Fcs. 250	\$550.
Jelebu	\$5	50 cents buyers
Queen's Mines, Ltd.	25c.	nominal.
Oliver's Mines, A.	\$5	nominal.
Do. B.	\$4	nominal.
Punjom	\$10	\$4, sellers
Do. Preference...	\$1	\$11, sellers
Rauhs	18	\$8, sellers
New Amoy Dock	\$6	\$36, buyers
Oriente Hotel, Manila	\$50	\$45, sellers
Powell, Ltd.	\$10	\$8, sellers
Robinson Piano Co., Ltd.	\$50	\$55.
Steamship Coy.—		
China and Manila ...	\$50	\$35, sellers
Douglas Steamship	\$5	nominal
H. Canton and M.	\$50	\$44, sellers
Indo-China S. N.	\$15	\$39, sellers
Shell Transport and) Trading Co.	£10	\$92, sellers
Star Ferry	£1	\$2, sellers
Teban Planting Co.	\$10	{ \$20, sellers \$11.
United Abestos	\$5	nominal.
Do	\$4	\$3, sales
Universal Trading) Co., Ltd.	\$10	\$175, buyers
Watkins Ltd.	\$5	\$21, sellers
Watson & Co., A. S.	\$10	6, buyers
	\$10	\$14, sellers

VERNON & SMYTH, Brokers.

Shanghai, 9th July (from Messrs. J. P. Bisset & Co.'s Report). The business of the week has been small, with weakening rates. **BANKS.**—Hongkong and Shanghai Banking Corporation. Shares have been in demand, but sellers hold aloof. The latest London rate is 263. **MARINE INSURANCE.**—China Traders' shares were sold at \$54, and are now wanted at \$55. North Chinas were placed at Tls. 190. **FIRE INSURANCE.**—There is no local business to report. In the Colony Hongkong are offering at \$330, and Chinas at \$80. **SHIPPING.**—Indo-China S. N. Co. shares were placed at Tls. 77 for cash and 80 for October, but rates declined and a sale for July was made at Tls. 70. **SUGARS.**—Perak Sugar shares changed hands at Tls. 77 and a few more are offering. **MINING.**—Chinese Engineering and Mining shares were placed at Tls. 9.40/9.60 cash, and 9.70, 9.45 and 9.50 for July, closing at 9.50 cash. **DOCKS, WHARVES AND GODOWNS.**—S. C. Farnham, Boyd and Co. The second annual general meeting of shareholders is convened for the 21st current. The accounts have not been published, but the following results have been made public. The net profit for the year amounts to Tls. 1,848,500. After deducting Tls. 386,400, the interim dividend paid in January, and writing off the supense account of Tls. 1,000, there remains a sum of Tls. 1,362,100, which the directors propose to distribute thus:—Pay a final dividend of 10 per cent., Tls. 552,000, and place to reserve fund Tls. 750,000, leaving a balance of Tls. 60,100 to be carried forward. Shares were placed early in the week at Tls. 257 1/2/255 cash and 260/257 1/2 for July, but on the publication of these the market weakened, and shares were sold at 250 cash, and 260 for October, closing with sellers at 242 1/2. Shanghai and Hongkong Wharf shares were sold at Tls. 295, and a few more are offering. **LANDS.**—Shanghai Land Investment shares have weakened, and are obtainable at Tls. 120. **INDUSTRIAL.**—China Flour Mill shares are offering at Tls. 44. Shanghai Ice shares were placed at Tls. 28, and a few more are offering. The Shanghai Pulp and Paper Co. have declared an interim dividend of Tls. 5 per share, for the half-year to the 30th June, payable on the 15th August. **TUGS AND CARGO BOATS.**—Shanghai Cargo Boat shares changed hands at Tls. 135. **MISCELLANEOUS.**—Tientsin Waterworks Co. The annual report of the directors was presented and passed at the meeting of shareholders held at Tientsin on June 30th. The year's working account shows a credit balance of Tls. 28,268.83, equal to 36.04 per cent. on the capital, as against 29.09 per cent. in the previous year. After deducting interim dividend at 10 per cent. paid in December, auditors' fees Tls. 875, depreciation and preliminary expenses written off Tls. 8,820.75, there is available for appropriation (including Tls. 1,300.54 brought forward from previous year) Tls. 12,108.14, which has been appropriated by the payment of 10 per cent. dividend (making 20 per cent. for the year, carrying to equalisation of dividend account Tls. 4,000 and carrying forward to new account the balance Tls. 258.14. Shanghai-Sumatra Tobacco Co. shares were sold at Tls. 48 cash. Shanghai-Langkai Tobacco Co. shares were placed at Tls. 277 1/2/280 cash, but the market weakened and shares were sold at Tls. 275/270 cash and 275 for July. Shanghai Horse Bazaar shares were placed at Tls. 150. Hall and Holtz shares at \$40, and Shanghai Mutual Telephone shares at Tls. 50.

MANILA, 7th July (from Messrs. W. A. Fitton & Co.'s Monthly Report).—Since publication of our circular No. 31 of 2nd ulto., our share market has continued dull and lifeless, and there is nothing of importance to advise. Transactions.—Too trifling to report. Demand.—Dead for the moment, and likely to remain so until money is easier. Meetings.—Banco Espanol-Filipino, Compania Maritima, Electric Light Co., Ice Co., and Oriente Hotel hold their half-yearly meetings during current month; we presume the Manila Investment Co. and Philippine Tobacco Trust also will present their annual report for year ended April 30th last. American Bank.—Made a very satisfactory showing on the 9 months' working ended 30th ulto. On the subscribed capital of \$27,500 gold they paid a dividend of 4 per cent. and passed \$2,750.00 (say 10 per cent.) to reserve fund. The management are to be congratulated on such a good result. General.—Business is in a most unsatisfactory condition, and there appears little promise of relief in the near future. Some excellent dividend-paying concerns are at very low figures, but there is no disposition on the part of the investing public to touch any kind of stock, money being so very tightly held now, and facilities for loaning practically non-existent.

CLOSING QUOTATIONS.

FRIDAY, 18th July.

EXCHANGE.

ON LONDON.	
Telegraphic Transfer	1/8 1/2
Bank Bills, on demand	1/8 1/2
Bank Bills, at 30 days' sight	1/8 1/2
Bank Bills, at 4 months' sight	1/9
Credits, at 4 months' sight	1/9 1/2
Documentary Bills, 4 months' sight	1/9 1/2
ON PARIS.	
Bank Bills, on demand	2.17
Credits, 4 months' sight	2.21
ON GERMANY.	
On demand	1.77
ON NEW YORK.	
Bank Bills, on demand	42 1/2
Credits, 60 days' sight	43
ON BOMBAY.	
Telegraphic Transfer	129 1/2
Bank, on demand	130
ON CALCUTTA.	
Telegraphic Transfer	129 1/2
Bank, on demand	130
ON SHANGHAI.	
Bank, at sight	74
Private, 30 days' sight	75
ON YOKOHAMA.	
On demand	18 1/2 p.c. pm.
ON MANILA.	
On demand	2 p.c. pm.
ON SINGAPORE.	
On demand	1 p.c. pm.
ON BATAVIA.	
On demand	104 1/2
ON HAIPHONG.	
On demand	1 1/2 p.c. pm.
ON SAIGON.	
On demand	1 1/2 p.c. pm.
ON BANGKOK.	
On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate	11.44
GOLD LEAF, 100 fine, per tael	59.65
BAR SILVER per oz.	24 1/2

TONNAGE.

HONGKONG, 18th July.—The volume of business transacted during the period under review is about the same as that of the preceding fortnight. From Saigon to this, 12 cents per picul last, and more tonnage might be placed at this figure; to Philippines, 24 cents per picul; to one port north coast Java, 25/26 cents for August loading. Java to Hongkong, 20 cents for dry and 27 1/2 cents per picul for wet sugar. From Iloilo to this, 15 cents per picul last. Coal freights are weak. Moji to Hongkong, \$1.50 last; to Singapore, \$2.25. The following are the settlements:—
Bygdo—Norwegian steamer, 771 tons, Newchwang to Canton, 24 cents per picul.
Hermann Mensell—German steamer, 1,004 tons, Newchwang to Swatow, 24 cents per picul.
Madeleine Rickmers—German steamer, 1,020 tons, Moji to Hongkong, \$1.50 per ton.
Hopsang—British steamer, 1,359 tons, Moji to Swatow, \$1.80 per ton.
An Indo-China S. N. Co.'s steamer, Hongay to Nagasaki, \$3 per ton.
Hans Mensell—German steamer, 1,695 tons, Karatsu to Manila, \$3.50 option Zamboanga, \$5.25 per ton.
Pronto—Norwegian steamer, 837 tons, Iloilo to Hongkong, 16 cents per picul.
Amigo—German steamer, 822 tons, Iloilo to Hongkong, 15 cents per picul.
Byorn—Norwegian steamer, 724 tons, Iloilo to Hongkong, 15 cents per picul.
Else—German steamer, 903 tons, Saigon to Hongkong, option Singapore, 14 cents per picul.
Elita Nossack—German steamer, 1,161 tons, Saigon to Hongkong, 12 cents per picul.
Taicheong—British steamer, 939 tons, Saigon to Amoy, 21 cents per picul.
Holstein—German steamer, 1,103 tons, Saigon to one port north coast Java, 25 cents per picul (August).
Elita Nossack—German steamer, 1,161 tons, Saigon to one port north coast Java, 26 cents per picul (August).
Hansa—German steamer, 1,201 tons, Saigon to one port north coast Java, 26 cents per picul (August).
Tritos—German steamer, 1,033 tons, two ports north coast Java to Hongkong, 28 cents per picul (wet sugar).
Stam—British steamer, 992 tons, four ports north coast Java to Hongkong (dry sugar), 20 cents per picul.
Tetartos—German steamer, 1,578 tons, Tonghoi or Nanchow to Penang, 25 cents per picul.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

ARRIVALS.

July—

- 13, Rajaburi, German str., from Bangkok.
 14, Airlie, British str., from Kobe.
 14, Alias, American ship, from New York.
 14, Benvorlich, British str., from London.
 14, C. Ferd. Laeisz, Ger. str., from Hamburg.
 14, China, Austrian str., from Trieste.
 14, Hinsang, British str., from Sourabaya.
 14, Kwangping, British str., from Haiphong.
 14, Rinaldo, British sloop, from Sandakan.
 14, Sanuki Maru, Jap. str., from Singapore.
 14, Sambia, German str., from Shanghai.
 14, Skarpsno, Norwegian str., from Moji.
 14, Telemachus, British str., from Liverpool.
 14, Tirol, Austrian str., from Singapore.
 14, Tsurugisan Maru, Jap. str., from K'netzu.
 14, Yarra, French str., from Marseilles.
 15, Babelsberg, German str., from Manila.
 15, Eros, Norwegian str., from Bangkok.
 15, Kwanglee, Chinese str., from Canton.
 15, Loyal, German str., from Bangkok.
 15, Mathilde, German str., from Tsingtau.
 15, Petrarch, German str., from Saigon.
 15, Poplar Branch, British str., from N. York.
 15, Romulus, Amr. str., from Manila.
 15, Sabine Rickmers, Brit. str., from Canton.
 15, Skuld, Norwegian str., from Bangkok.
 16, Australian, British str., from Australia.
 16, Daijin Maru, Jap. str., from Tamsui.
 16, Elsa, German str., from Hongay.
 16, Haiching, British str., from Coast Ports.
 16, Hirshima Maru, Jap. str., from Yokohama.
 16, Jelunga, British trapt., from Madras.
 16, Michael Jensen, Ger. str., from Haiphong.
 17, Ballarat, British str., from Bombay.
 17, Benledi, British str., from Amoy.
 17, Cheangchow, British str., from Singapore.
 17, Chelydra, British str., from Saigon.
 17, Clive, British transport, from Calcutta.
 17, Hailan, French str., from Pakhoi.
 17, Hangsang, British str., from Shanghai.
 17, Kinkiang, British str., from Chefoo.
 17, Kowloon, German str., from Chinkiang.
 17, Petchaburi, German str., from Bangkok.
 17, Loksang, British str., from Chinkiang.
 17, Thales, British str., from Swatow.
 17, Vulcan, British str., from Cardiff.
 17, Loongmoon, German str., from Canton.
 18, Bengal, British str., from Shanghai.
 18, Kumsang, British str., from Calcutta.
 18, Tsinan, British str., from Australia.
 18, Yungching, Chinese str., from Canton.

July—

DEPARTURES.

- 14, Banca, British str., for Shanghai.
 14, Ernest Simons, French str., for Europe.
 14, Forfarshire, British barque, for London.
 14, Hong Wan I, British str., for Amoy.
 14, Idomeneus, British str., for London.
 14, Loongmoon, German str., for Canton.
 14, Pakhoi, British str., for Canton.
 14, Rosetta Maru, Japanese str., for Manila.
 14, Shinano Maru, Japanese str., for Seattle.
 14, Thales, British str., for Swatow.
 14, Tydeus, British str., for Shanghai.
 14, Yarra, French str., for Shanghai.
 14, Yungching, Chinese str., for Canton.
 15, Ailsa Craig, British str., for Moji.
 15, Apenrade, German str., for Hoihow.
 15, Arratoon Apear, Brit. str., for Calcutta.
 15, Canton, British str., for Shanghai.
 15, Dett, Norwegian str., for Bangkok.
 15, Fausang, British str., for Swatow.
 15, Haitan, British str., for Coast Ports.
 15, Hongkong, French str., for Haiphong.
 15, Humber, British storeship, for Weihaiwei.
 15, Miike Maru, Japanese str., for Kobe.
 15, Pronto, Norwegian str., for Swatow.
 15, Tetartor, Ger. str., for Kwangchauwan.
 15, Theodore Wille, Ger. str., for Sourabaya.
 15, Tirol, Austrian str., for Shanghai.
 15, Trym, Norwegian str., for Newchwang.
 15, Tingsang, British str., for Moji.
 16, Anping Maru, Japanese str., for Swatow.
 16, Benvorlich, British str., for Nagasaki.
 16, Borg, Norwegian str., for Bangkok.
 16, Bygdo, Norwegian str., for Chefoo.
 16, Chihli, British str., for Amoy.
 16, C. Ferd. Laeisz, Ger. str., for Shanghai.
 16, Empress of Japan, Brit. str., for Vancouver.
 16, Holstein, German str., for Hongay.
 16, Hopsang, British str., for Moji.
 16, Kwanglee, Chinese str., for Shanghai.
 16, Kwangping, British str., for Canton.

- 16, Maria Valerie, Austrian str., for Trieste.
 16, Perla, British str., for Manila.
 16, Rinaldo, British sloop, for Shanghai.
 16, S. Rickmers, Brit. str., for Balik Papan.
 16, Sambia, German str., for Hamburg.
 16, Sanuki Maru, Japanese str., for Kobe.
 16, Sungkiang, British str., for Iloilo.
 16, Tsurugisan Maru, Jap. str., for K'netzu.
 16, Wingsang, British str., for Shanghai.
 17, Arnold Luyken, Ger. str., for Swatow.
 17, Hermann Menzell, Ger. str., for Chefoo.
 17, Lucia, Austrian str., for Saigon.
 17, Shansi, British str., for Ningpo.
 17, Telemachus, British str., for Shanghai.
 18, Kinkiang, British str., for Canton.
 18, Kowloon, German str., for Canton.

PASSENGERS LIST.

ARRIVED.

Per *Perla*, from Manila, Mrs. Chapman and child, Mrs. Delether, Misses Feldman, Tirmann, G. Shundermann and W. Wells, Messrs J. H. Tate, F. Kemp, C. Avoronoci, Van Vredenberg, Van Olssinger, G. Hermann, Kepner, S. D. Pool, H. Hernberg, Grunberg, Frost, Withon, Ortiz, E. Ortiz and J. Robinson.

Per *Lightning*, from Calcutta, &c., Miss Ferrell.

Per *Loongmoon*, from Shanghai, Messrs. Nekos, Kokos and Hutsermann.

Per *Yuenang*, from Manila, Mr. and Mrs. Angulo, Mrs. De Frigas, Mrs. De Camahort and two children, Capt. Scott, Mr. and Miss Herrero and brother, Messrs. Moran, Lerry, S. Banvarad, Schenk, Halima, Hayashi, W. Gerlich and Hidalgo.

Per *Ernest Simons*, for Hongkong, from Shanghai, Mrs. Nahimets, Mr. and Mrs. Seidman, Mrs. M. Yamasaki, Lieut. Dale, Revs. Marie and Guigo, Messrs. R. E. Miller, Dumont, Matsus, Kanayama, J. Lam and B. Spafford; from Nagasaki, Mr. F. Zehan; for Saigon, from Shanghai, Mrs. Piquet, Messrs. Collet, Primont and Lauret-Cophelet; from Nagasaki, Mr. Matsumoto; for Singapore, from Shanghai, Mrs. Laura Green; from Kobe, Mr. Zami; from Nagasaki, Mr. and Mrs. von Knester; for Marseilles, from Shanghai, Capt. Bordeaux, Boulard, Louvet and Perrin, Lieut. Mahiese, Rev. Marmand, Messrs. Rey, Morron, Lambhoy and Julian; from Yokohama, Mr. Lnat-Cartier; from Kobe, Messrs. Hernandez and Pexio, Sisters Theodore and St. Fermin.

Per *Rajaburi*, from Bangkok, Mr. Worm.

Per *Telemachus*, from Liverpool, &c., Mr. Wm. Smith, Mrs. Ada Smith, Misses Rosetta Smith and Milly Morton.

Per *Yarra*, for Hongkong, from Marseilles, Messrs. Creshin and Corny; from Bombay, Messrs. J. D. Moria and M. Khambats; for Shanghai, from Marseilles, Sisters Marie de St. Jeanne, M. Marie Deniss, M. de St. Symphorien, Mario Giovanni, Marie Albertina, Maria Hilda and Maria Anastasia; from Bombay, Mrs. Sabraski; from Singapore, Mr. and Mrs. Brand and three children; from Saigon, Mrs. Ballard, Messrs. Chomassin, Boutry, Grevois, Pores, Le Goff, Coquet, Keromborque, Bourhis, Crevidie, Kerneis, Surqua, Quasquaras, Chapuis, Carrere, Nayel and Eury; for Kobe, from Marseilles, Mr. Borelli; from Bombay, Mrs. Price and Mr. D. J. Karanjia; for Yokohama, from Marseilles, Miss Rey, Messrs. Nand-t, Coustolle, Maurras and G. Villet; from Singapore, Mr. C. W. A. Buma.

Per *Sanuki Maru*, from London, &c., for Hongkong, Mr. and Mrs. J. H. Allan, Mr. and Mrs. Edward, Mr. and Mrs. McCall, Messrs. G. Bailey, Hill, Wade, Coutta, Weigall, Wm. Waterspoon and A. G. Greaben; for Shanghai, Mr. A. F. Kelsey; for Kobe, Messrs. A. A. Escocofolly and Nakano and Mrs. Y. Inagawa; for Yokohama, H. Williamsog, R. Morehlor and S. Tsustsumi.

Per *Daijin Maru*, from Tamsui, &c., Mrs. Hyeds.

Per *Hiroshima Maru*, from Yokohama, Mr. and Mrs. Hayashi.

Per *Haiching*, from Coast Ports, Messrs. Moore and Weed.

Per *Jelunga*, from Madras, Major Powell, R.A.M.C., Capt. Gunter, R.A.M.C., Lieut. Pringle, I.M.S., Capt. Garston, I.S.M.D., and Lieut. Wall, I.S.M.D.

Per *Clive*, from Calcutta, Lieut. A. Vickers and Mr. O'Sullivan.

Per *Australian*, from Sydney, Messrs. Kerr, Geo. Clatofeki, C. Buit, J. Sillifant, D. Whittingham, K. E. Maclean and Miss L. O. Connell; from Brisbane, Mr. and Mrs. Struben, Misses Struben and E. Struben, Mrs. Lloyd Jones and son and Mrs. McGhee; from Timor, Mr. and Mrs. E. Domingues and infant and Miss F. Domingues and Mr. Manoel Ginto; from Manila, Mrs. W. H. Hart and infant, Mrs. W. L. Ballard and infant, Mr. and Mrs. Hadner and child, Drs. W. J. Holland and T. S. Weisenberg, Master M. Dadivas, Messrs. L. D. Hargis, Manuel Eanshaw, G. Haufe, W. D. Latimer, J. E. Norton, A. Wilson, L. F. Weaver, W. S. Solomon, R. M. Brown, J. M. Harris and C. Mariandos.

Per *Ballaarat*, for Hongkong, from Bombay, Mr. and Mrs. F. D. Costa and child, Messrs. Lawshaw, Arjun Sardarji, L. Amiaschanker and J. Amiaschanker; from Colombo, Mr. and Mrs. A. C. Ward and two children, Messrs. C. J. North, P. G. Palmers, V. C. Resseck, L. M. Ross and Gunner Hewett; for Shanghai, from Colombo, Messrs. A. J. Da Souza, J. Christie, J. P. Nelson, W. Belstier, and Pelsondsky.

DEPARTED.

Per *America Maru*, for Amoy, Mr. K. Saito; for Shanghai, Mr. G. W. Beecher; for Nagasaki, Mrs. Morri and Mr. M. S. Beel; for Kobe, Miss McGee, Lieut. H. W. Miller and Mr. G. R. Putnam; for Yokohama, Mr. and Mrs. C. H. Marple and infant, Mr. T. Nishioka and Lieut. C. Wallace; for San Francisco, &c., Baron and Baroness von Canap, Mrs. H. A. Branscom, Mrs. J. D. Cameron, Mrs. J. Lesser, Mrs. Mrs. J. B. Goethe, Mr. and Mrs. C. E. Callender, Major R. Dickens, U.S.A., Lieuts. R. H. Osborne and W. J. Leverett, Dr. J. Pinquard, Messrs. H. A. Dunn, J. L. Thompson, J. W. Brown, R. Hodge, F. Blanchard, Leon B. Neate, S. J. Bens and W. F. H. Kingman.

Per *Sado Maru*, for London, &c., Mrs. and Miss Rowan, Mrs. Ruchwaldy and child, Mrs. W. A. Clelland and two children, Mrs. J. Golt and three children, Dr. G. Polverini, Lieuts. Maruyama, Chikudo and Furukawa, Comdrs. O. Ito and Kawara, Lieut. Eng. Kimura, Messrs. Mackillop, D. Gray, H. Simon, Moriyama, R. J. Gerrard, E. Marcenaro, Lehrle, R. McCarger, S. Ito, S. Takagi, Y. Numano, W. G. Abendroth, J. K. Stone, C. F. Doyle and J. Natram.

Per *Shinano Maru*, for Seattle, &c., Lieut. and Mrs. W. Lloyd, R.W.F., Messrs. D. C. Johnson, R. Van Vredenburg, A. Shank and John Nielsen.

Per *Rosetta Maru*, for Manila, Mrs. C. Lynd, Mr. and Mrs. Yanagaye, Mrs. T. Kikuchi, Mrs. T. Komori, Misses Christian, M. Inoue and M. Mori, Messrs. H. D. Terrell, J. M. Coyne, T. M. Sullivan, E. O. Heaps, J. K. E. Lundberg, F. S. Jones, W. C. Holt, J. J. Connell, E. Sahara, Wm. Kennedy, T. Kohori, A. Kontos, G. Nikos, A. Barenhot, E. Draisai and M. Portis.

Per *Sanuki Maru*, for Japan, Mr. and Mrs. and Mrs. W. A. Hill, Mrs. H. Yamamoto, Messrs. A. G. Greaben, A. A. Escocofolly, H. Williamson, R. Maechler, A. R. Weigall, S. Isutsupui, M. Makano, O. Iwanaga, W. Takano, T. Nobata and I. Kata.

Per *Empress of Japan*, from Hongkong, for Shanghai, Mr. and Mrs. Wm. Dunbar, Mrs. Johnson and child, Major A. R. Parton, Messrs. A. Schultdt, G. Harling, J. L. Wallace, J. G. Husain, R. O. Rutherford, J. H. T. MacMurtrie, H. M. H. Nemazee and F. Worm; for Kobe, Mr. and Mrs. B. Hadner and child, Mr. and Mrs. Struben, Misses E. Struben and Strube, Mr. and Mrs. B. S. Ringer, Mrs. Hutton, Miss Cartwright, Dr. Weiserer, Messrs. Jas. F. Duff and T. J. Smith; for Nagasaki, Mrs. W. G. Humphries, Messrs. S. D. Poole and Alfred Humphries; for Yokohama, Mrs. W. W. Harts and infant and Mr. Thos. McCloy; for Vancouver, Mrs. C. G. Young, Messrs. W. G. Young and J. L. Hewitt; for San Francisco, Dr. J. W. Holland, Messrs. L. E. Ross, J. M. Kepner, E. A. Frost and J. H. Perilland; for Portland, Mr. and Mrs. E. E. Ward; for Montreal, Messrs. Edward and E. E. Most; for New York, Capt. E. G. Bellairs, Messrs. J. M. Moran, L. D. Hargis and M. Earnshaw.

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